

**2006**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**58**

Mecklenburg County  
Town of Boydton  
Town of Chase City  
Town of Clarksville  
Town of LaCrosse  
Town of South Hill

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

**QA:** Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

**QC:** Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

 Interstate Route      Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

 US Route

 Virginia State Route

 Frontage Road (F precedes frontage route number)

 Secondary Route

### Special Routes

 Bus - Business Route

 Bypas - Bypass Route

 Truck - Truck Route

 ALT - Alternate Route

 Wye - Wye Route connector

 P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

 The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Mecklenburg Maintenance Area

| Route             | Jurisdiction                    | Length | AADT | QA | 4Tire | Bus | Truck |        |        |        | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-------------------|---------------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|
|                   |                                 |        |      |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |    |            |       |    |
| 1                 | Mecklenburg County              | 1.99   | 1200 | G  | 85%   | 1%  | 1%    | 1%     | 12%    | 0%     | C  | 0.083    | F  | 0.560      | 1200  | G  |
| 1                 | Mecklenburg County              | 6.98   | 1900 | G  | 85%   | 1%  | 1%    | 1%     | 12%    | 0%     | F  | 0.089    | F  | 0.69       | 2000  | G  |
| 1 58              | Mecklenburg County              | 3.15   | 9400 | G  | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | 0.08     | F  | 0.549      | 10000 | G  |
| 1 58              | Mecklenburg County              | 0.28   | 5500 | N  | 78%   | 1%  | 1%    | 2%     | 18%    | 1%     | N  | 0.089    | N  | 0.56       | 5400  | N  |
| 1 58 Bus          | Danville St                     | 0.16   | 5300 | N  | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | N  | 0.09     | N  | 0.606      | 5800  | N  |
| 1 58 Bus          | Town of South Hill              | 1.89   | 5300 | G  | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | C  | 0.09     | F  | 0.606      | 5800  | G  |
| 1 58 Bus          | Town of South Hill              | 0.28   | 7900 | G  | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | 0.09     | F  | 0.544      | 8700  | G  |
| 1 58 Bus          | Town of South Hill              | 0.09   | 8500 | G  | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | 0.089    | F  | 0.525      | 9300  | G  |
| 1 58 Bus          | Town of South Hill              | 0.23   | 8000 | G  | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | 0.090    | F  | 0.532      | 8700  | G  |
| 1 58 Bus          | Mecklenburg Ave                 | 0.16   | 7900 | G  | 96%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | 0.09     | F  | 0.507      | 8700  | G  |
| 1 Mecklenburg Ave | Town of South Hill              | 0.08   | 7800 | G  | 96%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | 0.089    | F  | 0.561      | 8600  | G  |
| 1 Mecklenburg Ave | Town of South Hill              | 0.58   | 9000 | G  | 96%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | 0.091    | F  | 0.508      | 9900  | G  |
| 1 Mecklenburg Ave | Town of South Hill              | 2.26   | 6300 | G  | 96%   | 1%  | 1%    | 1%     | 2%     | 0%     | C  | 0.091    | F  | 0.569      | 6900  | G  |
| 1                 | Mecklenburg County              | 3.54   | 2300 | G  | 96%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | 0.083    | F  | 0.61       | 2400  | G  |
| 4 Bugs Island Rd  | Mecklenburg County              | 4.53   | 720  | G  | 96%   | 0%  | 1%    | 1%     | 2%     | 0%     | F  | 0.089    | F  | 0.597      | 750   | G  |
| 4 Bugs Island Rd  | Mecklenburg County (Maint: US ) | 0.53   | 770  | N  | 96%   | 0%  | 1%    | 1%     | 2%     | 0%     | N  | 0.119    | N  | 0.632      | 800   | N  |
| 4 Bugs Island Rd  | Mecklenburg County              | 1.46   | 770  | G  | 96%   | 0%  | 1%    | 1%     | 2%     | 0%     | C  | 0.119    | F  | 0.632      | 800   | G  |
|                   |                                 |        |      |    |       |     |       |        |        |        |    |          |    |            |       |    |

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Mecklenburg Maintenance Area

| Route                     | Jurisdiction                    | Length | <b>AADT</b>    | <b>QA</b> | 4Tire | Bus | Truck                         |        |        |        | QC    | K Factor | QK    | Dir Factor | AAWDT | QW |
|---------------------------|---------------------------------|--------|----------------|-----------|-------|-----|-------------------------------|--------|--------|--------|-------|----------|-------|------------|-------|----|
|                           |                                 |        |                |           |       |     | 2Axle                         | 3+Axle | 1Trail | 2Trail |       |          |       |            |       |    |
| 4 Buggs Island Rd         | Mecklenburg County              | 4.50   | <b>960 G</b>   | 96%       | 0%    | 1%  | 1%                            | 2%     | 0%     | F      | 0.107 | F        | 0.544 | 1000       | G     |    |
|                           |                                 |        |                |           |       |     | To: US 58 Gills               |        |        |        |       |          |       |            |       |    |
| 15                        | Mecklenburg County              | 4.76   | <b>2700 G</b>  | 90%       | 1%    | 1%  | 2%                            | 6%     | 0%     | C      | 0.087 | F        | 0.606 | 2800       | G     |    |
|                           |                                 |        |                |           |       |     | To: 58-722 Noblin Farm Rd     |        |        |        |       |          |       |            |       |    |
| 15                        | Mecklenburg County              | 0.59   | <b>5600 G</b>  | 90%       | 1%    | 1%  | 2%                            | 6%     | 0%     | F      | 0.095 | F        | 0.548 | 5800       | G     |    |
|                           |                                 |        |                |           |       |     | To: SCL Clarksville           |        |        |        |       |          |       |            |       |    |
| 15 College St             | Town of Clarksville (Maint: 58) | 0.73   | <b>5600 N</b>  | 90%       | 1%    | 1%  | 2%                            | 6%     | 0%     | N      | 0.095 | N        | 0.548 | 5800       | N     |    |
|                           |                                 |        |                |           |       |     | To: US 58 Virginia Ave        |        |        |        |       |          |       |            |       |    |
| 15 Bus 58 49 Virginia Ave | Town of Clarksville (Maint: 58) | 0.88   | <b>13000 G</b> | 91%       | 1%    | 1%  | 1%                            | 6%     | 0%     | C      | 0.087 | F        | 0.520 | 14000      | G     |    |
|                           |                                 |        |                |           |       |     | To: NCL Clarksville           |        |        |        |       |          |       |            |       |    |
| 15 Bus 58 49              | Mecklenburg County              | 0.84   | <b>13000 N</b> | 91%       | 1%    | 1%  | 1%                            | 6%     | 0%     | N      | 0.087 | N        | 0.520 | 14000      | N     |    |
|                           |                                 |        |                |           |       |     | To: US 58 East of Clarksville |        |        |        |       |          |       |            |       |    |
| 15 49                     | Mecklenburg County              | 1.60   | <b>4900 G</b>  | 90%       | 1%    | 2%  | 1%                            | 7%     | 0%     | F      | 0.088 | F        | 0.56  | 5100       | G     |    |
|                           |                                 |        |                |           |       |     | To: SR 49 Near Dorch Store    |        |        |        |       |          |       |            |       |    |
| 15                        | Mecklenburg County              | 6.83   | <b>1700 G</b>  | 90%       | 1%    | 2%  | 1%                            | 7%     | 0%     | C      | 0.094 | F        | 0.574 | 1700       | G     |    |
|                           |                                 |        |                |           |       |     | To: Charlotte County Line     |        |        |        |       |          |       |            |       |    |
| 47 W Atlantic Street      | Town of South Hill              | 0.63   | <b>8000 G</b>  | 92%       | 0%    | 1%  | 1%                            | 5%     | 0%     | F      | 0.084 | F        | 0.584 | 8300       | G     |    |
|                           |                                 |        |                |           |       |     | To: Thomas St                 |        |        |        |       |          |       |            |       |    |
| 47 W Atlantic Street      | Town of South Hill              | 0.23   | <b>6400 G</b>  | 92%       | 0%    | 1%  | 1%                            | 5%     | 0%     | C      | 0.095 | F        | 0.653 | 6600       | G     |    |
|                           |                                 |        |                |           |       |     | To: Opie Rd                   |        |        |        |       |          |       |            |       |    |
| 47 W Atlantic Street      | Town of South Hill              | 0.39   | <b>6400 F</b>  | 94%       | 0%    | 1%  | 1%                            | 4%     | 0%     | C      | 0.090 | F        | 0.625 | 6600       | F     |    |
|                           |                                 |        |                |           |       |     | To: WCL South Hill            |        |        |        |       |          |       |            |       |    |
| 47                        | Mecklenburg County              | 7.70   | <b>4100 G</b>  | 87%       | 1%    | 2%  | 1%                            | 10%    | 0%     | F      | 0.084 | F        | 0.651 | 4200       | G     |    |
|                           |                                 |        |                |           |       |     | To: 58-664 Pettys Corner      |        |        |        |       |          |       |            |       |    |
| 47                        | Mecklenburg County              | 5.28   | <b>3300 G</b>  | 87%       | 1%    | 2%  | 1%                            | 10%    | 0%     | F      | 0.086 | F        | 0.609 | 3500       | G     |    |
|                           |                                 |        |                |           |       |     | To: 58-660                    |        |        |        |       |          |       |            |       |    |
| 47                        | Mecklenburg County              | 1.46   | <b>3400 G</b>  | 87%       | 1%    | 2%  | 1%                            | 10%    | 0%     | C      | 0.088 | F        | 0.605 | 3600       | G     |    |
|                           |                                 |        |                |           |       |     | To: 58-600                    |        |        |        |       |          |       |            |       |    |
| 47                        | Mecklenburg County              | 5.20   | <b>5000 N</b>  | 91%       | 1%    | 1%  | 1%                            | 7%     | 0%     | N      | 0.094 | N        | 0.533 | 5200       | N     |    |
|                           |                                 |        |                |           |       |     | To: ECL Chase City            |        |        |        |       |          |       |            |       |    |
| 47 E Second Street        | Town of Chase City (Maint: 58)  | 0.48   | <b>5000 G</b>  | 91%       | 1%    | 1%  | 1%                            | 7%     | 0%     | C      | 0.094 | F        | 0.533 | 5200       | G     |    |
|                           |                                 |        |                |           |       |     | To: Drew St                   |        |        |        |       |          |       |            |       |    |
| 47 E Second Street        | Town of Chase City (Maint: 58)  | 0.21   | <b>7800 G</b>  | 95%       | 1%    | 1%  | 1%                            | 3%     | 0%     | C      | 0.098 | F        | 0.520 | 7900       | G     |    |
|                           |                                 |        |                |           |       |     | To: 186-5 Marshall St         |        |        |        |       |          |       |            |       |    |

Virginia Department of Transportation  
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2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Mecklenburg Maintenance Area

| Route                 | Jurisdiction                    | Length | AADT  | QA | 4Tire | Bus | Truck |        |        |        | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-----------------------|---------------------------------|--------|-------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|
|                       |                                 |        |       |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |    |            |       |    |
| 47 E Second Street    | Town of Chase City (Maint: 58)  | 0.05   | 7800  | N  | 95%   | 1%  | 1%    | 1%     | 3%     | 0%     | N  | 0.098    | N  | 0.520      | 7900  | N  |
| 47 49 N Main Street   | Town of Chase City (Maint: 58)  | 0.24   | 8000  | G  | 94%   | 1%  | 1%    | 1%     | 3%     | 0%     | C  | 0.093    | F  | 0.511      | 8200  | G  |
| 47 49 N Main Street   | Town of Chase City (Maint: 58)  | 1.02   | 7100  | G  | 94%   | 1%  | 1%    | 1%     | 4%     | 0%     | C  | 0.091    | F  | 0.529      | 7400  | G  |
| 47                    | Mecklenburg County              | 5.54   | 2200  | G  | 82%   | 1%  | 2%    | 1%     | 14%    | 0%     | F  | 0.086    | F  | 0.549      | 2300  | G  |
| 49                    | Mecklenburg County              | 8.64   | 1100  | G  | 87%   | 1%  | 1%    | 1%     | 10%    | 0%     | C  | 0.088    | F  | 0.511      | 1200  | G  |
| 49 58                 | Mecklenburg County              | 1.00   | 8700  | G  | 84%   | 1%  | 1%    | 1%     | 13%    | 1%     | F  | 0.078    | F  | 0.584      | 8700  | G  |
| 49 58 Bus             | Mecklenburg County              | 0.75   | 7500  | N  | 84%   | 1%  | 1%    | 1%     | 13%    | 1%     | N  | 0.085    | N  | 0.580      | 7500  | N  |
| 49 58 Bus             | Town of Clarksville (Maint: 58) | 0.97   | 7500  | G  | 84%   | 1%  | 1%    | 1%     | 13%    | 1%     | F  | 0.085    | F  | 0.580      | 7500  | G  |
| 49 15 58 Bus          | Town of Clarksville (Maint: 58) | 0.88   | 13000 | G  | 91%   | 1%  | 1%    | 1%     | 6%     | 0%     | C  | 0.087    | F  | 0.520      | 14000 | G  |
| 49 15 58 Bus          | Mecklenburg County              | 0.84   | 13000 | N  | 91%   | 1%  | 1%    | 1%     | 6%     | 0%     | N  | 0.087    | N  | 0.520      | 14000 | N  |
| 49 15                 | Mecklenburg County              | 1.60   | 4900  | G  | 90%   | 1%  | 2%    | 1%     | 7%     | 0%     | F  | 0.088    | F  | 0.56       | 5100  | G  |
| 49                    | Mecklenburg County              | 2.06   | 2900  | G  | 95%   | 1%  | 1%    | 0%     | 3%     | 0%     | F  | 0.107    | F  | 0.568      | 3000  | G  |
| 49                    | Mecklenburg County              | 5.90   | 2600  | G  | 95%   | 1%  | 1%    | 0%     | 3%     | 0%     | F  | NA       |    |            | 2600  | G  |
| 49                    | Mecklenburg County              | 3.92   | 2400  | G  | 95%   | 1%  | 1%    | 0%     | 3%     | 0%     | F  | NA       |    |            | 2400  | G  |
| 49 W Second Street    | Town of Chase City (Maint: 58)  | 0.23   | 1900  | G  | 95%   | 1%  | 1%    | 0%     | 3%     | 0%     | C  | 0.095    | F  | 0.637      | 1900  | G  |
| 49 92 W Second Street | Town of Chase City (Maint: 58)  | 0.56   | 6100  | G  | 94%   | 1%  | 1%    | 1%     | 3%     | 0%     | C  | 0.098    | F  | 0.544      | 6300  | G  |
| 49 92 E Second St     | Town of Chase City (Maint: 58)  | 0.19   | 7100  | G  | 94%   | 1%  | 1%    | 1%     | 4%     | 0%     | C  | 0.095    | F  | 0.536      | 7400  | G  |

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| Route                   | Jurisdiction                   | Length | AADT | QA | 4Tire | Bus | Truck |        |        |        | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-------------------------|--------------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|
|                         |                                |        |      |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |    |            |       |    |
| [49] [47] N Main Street | Town of Chase City (Maint: 58) | 0.24   | 8000 | G  | 94%   | 1%  | 1%    | 1%     | 3%     | 0%     | C  | 0.093    | F  | 0.511      | 8200  | G  |
| [49] [47] N Main Street | Town of Chase City (Maint: 58) | 1.02   | 7100 | G  | 94%   | 1%  | 1%    | 1%     | 4%     | 0%     | C  | 0.091    | F  | 0.529      | 7400  | G  |
| [49]                    | Mecklenburg County             | 3.95   | 1500 | G  | 92%   | 1%  | 2%    | 1%     | 4%     | 0%     | F  | 0.089    | F  | 0.524      | 1500  | G  |
| [58]                    | Mecklenburg County             | 2.96   | 5400 | G  | 84%   | 1%  | 1%    | 1%     | 13%    | 1%     | F  | 0.076    | F  | 0.540      | 5400  | G  |
| [58]                    | Mecklenburg County             | 2.99   | 6100 | G  | 84%   | 1%  | 1%    | 1%     | 13%    | 1%     | F  | 0.074    | F  | 0.534      | 6100  | G  |
| [58] [49]               | Mecklenburg County             | 1.00   | 8700 | G  | 84%   | 1%  | 1%    | 1%     | 13%    | 1%     | F  | 0.078    | F  | 0.584      | 8700  | G  |
| [58]                    | Mecklenburg County             | 4.14   | 8700 | N  | 84%   | 1%  | 1%    | 1%     | 13%    | 1%     | N  | 0.078    | N  | 0.584      | 8700  | N  |
| [58]                    | Mecklenburg County             | 8.40   | 4500 | A  | 85%   | 1%  | 1%    | 1%     | 13%    | 0%     | C  | 0.104    | A  | 0.629      | 4500  | A  |
| [58]                    | Town of Boydton (Maint: 58)    | 0.60   | 4500 | N  | 85%   | 1%  | 1%    | 1%     | 13%    | 0%     | N  | 0.104    | N  | 0.629      | 4500  | N  |
| [58]                    | Mecklenburg County             | 0.20   | 4500 | N  | 85%   | 1%  | 1%    | 1%     | 13%    | 0%     | N  | 0.104    | N  | 0.629      | 4500  | N  |
| [58]                    | Mecklenburg County             | 0.92   | 5000 | G  | 85%   | 1%  | 1%    | 1%     | 13%    | 0%     | F  | 0.087    | F  | 0.632      | 5100  | G  |
| [58]                    | Mecklenburg County             | 4.87   | 5700 | G  | 85%   | 1%  | 1%    | 1%     | 13%    | 0%     | F  | 0.079    | F  | 0.582      | 5800  | G  |
| [58]                    | Mecklenburg County             | 4.23   | 6200 | G  | 85%   | 1%  | 1%    | 1%     | 13%    | 0%     | F  | 0.082    | F  | 0.529      | 6300  | G  |
| [58] [1]                | Mecklenburg County             | 3.15   | 9400 | G  | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | 0.08     | F  | 0.549      | 10000 | G  |
| [58] [1]                | Mecklenburg County             | 0.28   | 5500 | N  | 78%   | 1%  | 1%    | 2%     | 18%    | 1%     | N  | 0.089    | N  | 0.56       | 5400  | N  |
| [58]                    | Mecklenburg County             | 1.61   | 5500 | G  | 78%   | 1%  | 1%    | 2%     | 18%    | 1%     | F  | 0.089    | F  | 0.56       | 5400  | G  |
| [58]                    | Mecklenburg County             | 0.98   | 5500 | N  | 78%   | 1%  | 1%    | 2%     | 18%    | 1%     | N  | 0.089    | N  | 0.56       | 5400  | N  |
| [58]                    | Town of South Hill (Maint: 58) | 0.69   | 5500 | N  | 78%   | 1%  | 1%    | 2%     | 18%    | 1%     | N  | 0.089    | N  | 0.56       | 5400  | N  |
|                         | To:                            |        |      |    |       |     |       |        |        |        |    |          |    |            |       |    |

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| Route                | Jurisdiction                      | Length | <b>AADT</b>  | <b>QA</b> | 4Tire | Bus | Truck |        |        |        | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|----------------------|-----------------------------------|--------|--------------|-----------|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|
|                      |                                   |        |              |           |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |    |            |       |    |
| 58 E Atlantic Street | Town of South Hill (Maint: 58)    | 0.24   | <b>18000</b> | <b>G</b>  | 78%   | 1%  | 1%    | 2%     | 18%    | 1%     | F  | 0.081    | F  | 0.518      | 18000 | G  |
| 58                   | From: Mecklenburg County          | 1.27   | <b>15000</b> | <b>G</b>  | 78%   | 1%  | 1%    | 2%     | 18%    | 1%     | F  | 0.083    | F  | 0.507      | 15000 | G  |
| 58                   | To: Town of LaCrosse (Maint: 58)  | 0.52   | <b>15000</b> | <b>N</b>  | 78%   | 1%  | 1%    | 2%     | 18%    | 1%     | N  | 0.083    | N  | 0.507      | 15000 | N  |
| 58                   | From: Mecklenburg County          | 0.61   | <b>15000</b> | <b>N</b>  | 78%   | 1%  | 1%    | 2%     | 18%    | 1%     | N  | 0.083    | N  | 0.507      | 15000 | N  |
| 58                   | To: Mecklenburg County            | 1.98   | <b>12000</b> | <b>G</b>  | 78%   | 1%  | 1%    | 2%     | 18%    | 1%     | F  | 0.072    | F  | 0.506      | 11000 | G  |
| 58                   | From: Town of Brodnax (Maint: 58) | 0.46   | <b>12000</b> | <b>N</b>  | 78%   | 1%  | 1%    | 2%     | 18%    | 1%     | N  | 0.072    | N  | 0.506      | 11000 | N  |
| 58                   | To: Brunswick County Line         |        |              |           |       |     |       |        |        |        |    |          |    |            |       |    |
| Bus 58               | From: US 58 West of Boydton       | 0.48   | <b>1700</b>  | <b>G</b>  | 97%   | 0%  | 1%    | 1%     | 1%     | 0%     | F  | 0.103    | F  | 0.708      | 1700  | G  |
| Bus 58               | To: SR 92                         |        |              |           |       |     |       |        |        |        |    |          |    |            |       |    |
| Bus 58               | From: Town of Boydton (Maint: 58) | 0.55   | <b>1600</b>  | <b>G</b>  | 97%   | 0%  | 1%    | 1%     | 1%     | 0%     | C  | 0.117    | F  | 0.687      | 1600  | G  |
| Bus 58               | To: NCL Boydton                   |        |              |           |       |     |       |        |        |        |    |          |    |            |       |    |
| Bus 58               | From: Mecklenburg County          | 0.05   | <b>1600</b>  | <b>N</b>  | 97%   | 0%  | 1%    | 1%     | 1%     | 0%     | N  | 0.117    | N  | 0.687      | 1600  | N  |
| Bus 58               | To: US 58 East of Boydton         |        |              |           |       |     |       |        |        |        |    |          |    |            |       |    |
| Bus 58 1             | From: Danville St                 | 0.16   | <b>5300</b>  | <b>N</b>  | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | N  | 0.09     | N  | 0.606      | 5800  | N  |
| Bus 58 1             | To: SCL South Hill                |        |              |           |       |     |       |        |        |        |    |          |    |            |       |    |
| Bus 58 1             | From: Town of South Hill          | 1.89   | <b>5300</b>  | <b>G</b>  | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | C  | 0.09     | F  | 0.606      | 5800  | G  |
| Bus 58 1             | To: Locust St                     |        |              |           |       |     |       |        |        |        |    |          |    |            |       |    |
| Bus 58 1             | From: Town of South Hill          | 0.28   | <b>7900</b>  | <b>G</b>  | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | 0.09     | F  | 0.544      | 8700  | G  |
| Bus 58 1             | To: Plank Rd                      |        |              |           |       |     |       |        |        |        |    |          |    |            |       |    |
| Bus 58 1             | From: Town of South Hill          | 0.09   | <b>8500</b>  | <b>G</b>  | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | 0.089    | F  | 0.525      | 9300  | G  |
| Bus 58 1             | To: Goodes Ferry Blvd             |        |              |           |       |     |       |        |        |        |    |          |    |            |       |    |
| Bus 58 1             | From: Danville St                 | 0.23   | <b>8000</b>  | <b>G</b>  | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | 0.090    | F  | 0.532      | 8700  | G  |
| Bus 58 1             | To: Mecklenburg Ave               |        |              |           |       |     |       |        |        |        |    |          |    |            |       |    |
| Bus 58 1             | From: Danville St                 | 0.16   | <b>7900</b>  | <b>G</b>  | 96%   | 1%  | 1%    | 1%     | 2%     | 0%     | F  | 0.09     | F  | 0.507      | 8700  | G  |
| Bus 58 1             | To: US 1; SR 47 Atlantic St       |        |              |           |       |     |       |        |        |        |    |          |    |            |       |    |
| Bus 58               | From: Atlantic St                 | 0.48   | <b>11000</b> | <b>G</b>  | 95%   | 0%  | 1%    | 1%     | 3%     | 0%     | C  | 0.093    | F  | 0.541      | 12000 | G  |
| Bus 58               | To: Windsor St                    |        |              |           |       |     |       |        |        |        |    |          |    |            |       |    |

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| Route                          | Jurisdiction  | Length | AADT                            | QA | 4Tire | Bus | Truck |        |        |        | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|--------------------------------|---|--------|---------------------------------|----|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|
|                                |   |        |                                 |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |    |            |       |    |
| Bus 58 Atlantic St             | Town of South Hill  | 0.66   | 13000                           | G  | 96%   | 1%  | 1%    | 0%     | 3%     | 0%     | C  | 0.091    | F  | 0.513      | 14000 | G  |
|                                | To:   |        | US 58                           |    |       |     |       |        |        |        |    |          |    |            |       |    |
| Bus 58 49 Virginia Ave         | Mecklenburg County  | 0.75   | 7500                            | N  | 84%   | 1%  | 1%    | 1%     | 13%    | 1%     | N  | 0.085    | N  | 0.580      | 7500  | N  |
|                                | From:   |        | US 58; 58-815                   |    |       |     |       |        |        |        |    |          |    |            |       |    |
| Bus 58 49 Virginia Ave         | Town of Clarksville (Maint: 58)                                   | 0.97   | 7500                            | G  | 84%   | 1%  | 1%    | 1%     | 13%    | 1%     | F  | 0.085    | F  | 0.580      | 7500  | G  |
|                                | To:   |        | US 15 W, College St             |    |       |     |       |        |        |        |    |          |    |            |       |    |
| Bus 58 15 49 Virginia Ave      | Town of Clarksville (Maint: 58)                                   | 0.88   | 13000                           | G  | 91%   | 1%  | 1%    | 1%     | 6%     | 0%     | C  | 0.087    | F  | 0.520      | 14000 | G  |
|                                | From:   |        | NCL Clarksville                 |    |       |     |       |        |        |        |    |          |    |            |       |    |
| Bus 58 15 49                   | Mecklenburg County  | 0.84   | 13000                           | N  | 91%   | 1%  | 1%    | 1%     | 6%     | 0%     | N  | 0.087    | N  | 0.520      | 14000 | N  |
|                                | To:   |        | US 58 East of Clarksville       |    |       |     |       |        |        |        |    |          |    |            |       |    |
| North 85                       | From:   |        | North Carolina State Line       |    |       |     |       |        |        |        |    |          |    |            |       |    |
|                                | Mecklenburg County  | 4.23   | 12000                           | F  | 75%   | 1%  | 1%    | 1%     | 21%    | 2%     | C  | 0.083    | F  |            | 11000 | F  |
|                                | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | 25000  |                                 | F  | 75%   | 1%  | 1%    | 1%     | 21%    | 2%     | C  | 0.079    | F  | 0.548      | 22000 | F  |
|                                | To:   |        | 58-903                          |    |       |     |       |        |        |        |    |          |    |            |       |    |
| North 85                       | From:   |        | Mecklenburg County              |    |       |     |       |        |        |        |    |          |    |            |       |    |
|                                | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | 25000  |                                 | G  | 75%   | 1%  | 1%    | 1%     | 21%    | 2%     | F  | 0.063    | F  |            | 12000 | G  |
|                                | To:   |        | 58-903                          |    |       |     |       |        |        |        |    |          |    |            |       |    |
| North 85                       | From:   |        | SCL South Hill                  |    |       |     |       |        |        |        |    |          |    |            |       |    |
|                                | Town of South Hill (Maint: 58)                                    | 0.25   | 13000                           | G  | 75%   | 1%  | 1%    | 1%     | 21%    | 2%     | F  | 0.063    | F  |            | 12000 | G  |
|                                | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | 25000  |                                 | G  | 75%   | 1%  | 1%    | 1%     | 21%    | 2%     | F  | NA       |    |            | 22000 | G  |
|                                | To:   |        | US 58                           |    |       |     |       |        |        |        |    |          |    |            |       |    |
| North 85                       | From:   |        | Town of South Hill (Maint: 58)  |    |       |     |       |        |        |        |    |          |    |            |       |    |
|                                | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | 22000  |                                 | G  | 75%   | 1%  | 1%    | 1%     | 21%    | 2%     | F  | 0.069    | F  |            | 10000 | G  |
|                                | To:   |        | US 1                            |    |       |     |       |        |        |        |    |          |    |            |       |    |
| North 85                       | From:   |        | Town of South Hill (Maint: 58)  |    |       |     |       |        |        |        |    |          |    |            |       |    |
|                                | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | 22000  |                                 | G  | 75%   | 1%  | 1%    | 1%     | 21%    | 2%     | F  | 0.064    | F  |            | 10000 | G  |
|                                | To:   |        | US 1                            |    |       |     |       |        |        |        |    |          |    |            |       |    |
| North 85                       | From:   |        | NCL South Hill                  |    |       |     |       |        |        |        |    |          |    |            |       |    |
|                                | Mecklenburg County  | 3.84   | 12000                           | G  | 75%   | 1%  | 1%    | 1%     | 21%    | 2%     | F  | 0.064    | F  |            | 10000 | G  |
|                                | Combined Traffic Estimates for 2 Parallel Roadways on this Route: | 22000  |                                 | G  | 75%   | 1%  | 1%    | 1%     | 21%    | 2%     | F  | NA       |    |            | 20000 | G  |
|                                | To:   |        | Brunswick County Line           |    |       |     |       |        |        |        |    |          |    |            |       |    |
| North 85 Bracey Welcome Center | From:   |        | Exit Welcome Center Parking Lot |    |       |     |       |        |        |        |    |          |    |            |       |    |
|                                | Mecklenburg County  | 0.09   | 1300                            | F  | 77%   | 1%  | 1%    | 1%     | 19%    | 1%     | C  | 0.149    | B  |            | 1300  | F  |
|                                | To:   |        | I-85 North from Welcome Center  |    |       |     |       |        |        |        |    |          |    |            |       |    |

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| Route  | Jurisdiction                   | Length | AADT         | QA       | 4Tire | Bus | Truck |        |        |        | QC | K Factor | QK       | Dir Factor | AAWDT | QW |
|--|--------------------------------|--------|--------------|----------|-------|-----|-------|--------|--------|--------|----|----------|----------|------------|-------|----|
|  |                                |        |              |          |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |          |            |       |    |
| South<br> 85   | Mecklenburg County             | 4.59   | <b>13000</b> | <b>A</b> | 76%   | 1%  | 1%    | 1%     | 20%    | 2%     | C  | 0.123    | <b>A</b> | 11000      | A     |    |
|  |                                |        |              |          |       |     |       |        |        |        |    |          |          |            |       |    |
| South<br> 85   | Mecklenburg County             | 7.78   | <b>12000</b> | <b>G</b> | 76%   | 1%  | 1%    | 1%     | 20%    | 2%     | F  | 0.072    | <b>F</b> | 11000      | G     |    |
|  |                                |        |              |          |       |     |       |        |        |        |    |          |          |            |       |    |
| South<br> 85   | Town of South Hill (Maint: 58) | 0.40   | <b>12000</b> | <b>G</b> | 76%   | 1%  | 1%    | 1%     | 20%    | 2%     | F  | 0.072    | <b>F</b> | 11000      | G     |    |
|  |                                |        |              |          |       |     |       |        |        |        |    |          |          |            |       |    |
| South<br> 85   | Town of South Hill (Maint: 58) | 2.72   | <b>11000</b> | <b>G</b> | 76%   | 1%  | 1%    | 1%     | 20%    | 2%     | F  | 0.074    | <b>F</b> | 9600       | G     |    |
|  |                                |        |              |          |       |     |       |        |        |        |    |          |          |            |       |    |
| South<br> 85   | Town of South Hill (Maint: 58) | 0.29   | <b>11000</b> | <b>G</b> | 76%   | 1%  | 1%    | 1%     | 20%    | 2%     | F  | 0.076    | <b>F</b> | 9500       | G     |    |
|  |                                |        |              |          |       |     |       |        |        |        |    |          |          |            |       |    |
| South<br> 85   | Mecklenburg County             | 3.74   | <b>11000</b> | <b>G</b> | 76%   | 1%  | 1%    | 1%     | 20%    | 2%     | F  | 0.076    | <b>F</b> | 9500       | G     |    |
|  |                                |        |              |          |       |     |       |        |        |        |    |          |          |            |       |    |
| South<br> 92   | Town of Boydton (Maint: 58)    | 0.32   | <b>1300</b>  | <b>G</b> | 98%   | 1%  | 1%    | 0%     | 1%     | 0%     | C  | 0.1      | <b>F</b> | 0.615      | 1300  | G  |
|  |                                |        |              |          |       |     |       |        |        |        |    |          |          |            |       |    |
| South<br> 92 | Mecklenburg County             | 9.25   | <b>1300</b>  | <b>N</b> | 98%   | 1%  | 1%    | 0%     | 1%     | 0%     | N  | 0.1      | <b>N</b> | 0.615      | 1300  | N  |
|  |                                |        |              |          |       |     |       |        |        |        |    |          |          |            |       |    |
| 92 S Main Street   | Town of Chase City (Maint: 58) | 0.44   | <b>3900</b>  | <b>G</b> | 93%   | 1%  | 1%    | 1%     | 4%     | 0%     | C  | 0.098    | <b>F</b> | 0.585      | 4100  | G  |
|  |                                |        |              |          |       |     |       |        |        |        |    |          |          |            |       |    |
| 92 S Main Street   | Town of Chase City (Maint: 58) | 0.23   | <b>3600</b>  | <b>G</b> | 94%   | 1%  | 1%    | 1%     | 3%     | 0%     | C  | 0.101    | <b>F</b> | 0.537      | 3700  | G  |
|  |                                |        |              |          |       |     |       |        |        |        |    |          |          |            |       |    |
| 92 N Main Street   | Town of Chase City (Maint: 58) | 0.21   | <b>4000</b>  | <b>G</b> | 95%   | 1%  | 1%    | 1%     | 2%     | 0%     | C  | 0.101    | <b>F</b> | 0.518      | 4100  | G  |
|  |                                |        |              |          |       |     |       |        |        |        |    |          |          |            |       |    |
| 92 E Second St   | Town of Chase City (Maint: 58) | 0.19   | <b>7100</b>  | <b>G</b> | 94%   | 1%  | 1%    | 1%     | 4%     | 0%     | C  | 0.095    | <b>F</b> | 0.536      | 7400  | G  |
|  |                                |        |              |          |       |     |       |        |        |        |    |          |          |            |       |    |
| 92 W Second Street   | Town of Chase City (Maint: 58) | 0.56   | <b>6100</b>  | <b>G</b> | 94%   | 1%  | 1%    | 1%     | 3%     | 0%     | C  | 0.098    | <b>F</b> | 0.544      | 6300  | G  |
|  |                                |        |              |          |       |     |       |        |        |        |    |          |          |            |       |    |
| 92   | Town of Chase City (Maint: 58) | 0.22   | <b>4000</b>  | <b>G</b> | 93%   | 0%  | 1%    | 1%     | 5%     | 0%     | C  | 0.104    | <b>F</b> | 0.528      | 4100  | G  |
|  |                                |        |              |          |       |     |       |        |        |        |    |          |          |            |       |    |

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| Route | Jurisdiction       | Length | <b>AADT</b> | <b>QA</b> | 4Tire | Bus | Truck |        |        |        | QC | K Factor | QK | Dir Factor | AAWDT | QW |
|-------|--------------------|--------|-------------|-----------|-------|-----|-------|--------|--------|--------|----|----------|----|------------|-------|----|
|       |                    |        |             |           |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |    |            |       |    |
| 92    | Mecklenburg County | 3.42   | <b>4000</b> | <b>N</b>  | 93%   | 0%  | 1%    | 1%     | 5%     | 0%     | N  | 0.104    | N  | 0.528      | 4100  | N  |
| 92    | Mecklenburg County | 0.21   | <b>4000</b> | <b>N</b>  | 93%   | 0%  | 1%    | 1%     | 5%     | 0%     | N  | 0.104    | N  | 0.528      | 4100  | N  |
| 92    | Mecklenburg County | 1.52   | <b>4000</b> | <b>N</b>  | 93%   | 0%  | 1%    | 1%     | 5%     | 0%     | N  | 0.104    | N  | 0.528      | 4100  | N  |
| 138   | Town of South Hill | 0.38   | <b>3200</b> | <b>G</b>  | 90%   | 1%  | 1%    | 2%     | 5%     | 0%     | F  | 0.089    | F  | 0.549      | 3300  | G  |
| 138   | Mecklenburg County | 2.89   | <b>2800</b> | <b>G</b>  | 90%   | 1%  | 1%    | 2%     | 5%     | 0%     | C  | 0.092    | F  | 0.575      | 3000  | G  |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck                            |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year       |      |
|---------------------------|--------|------|----|-------|-----|----------------------------------|--------|--------|--------|----|----------|------------|-------|-----|------------|------|
|                           |        |      |    |       |     | 2Axle                            | 3+Axle | 1Trail | 2Trail |    |          |            |       |     |            |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |                                  |        |        |        |    |          |            |       |     |            |      |
| (1) 780                   | 0.17   | 1700 | R  |       |     | From: US 58 Near SWCL South Hill |        |        |        |    | NA       |            | NA    |     | 08/02/2004 |      |
|                           |        |      |    |       |     | To: Bus US 58                    |        |        |        |    |          |            |       |     |            |      |
| (F11)                     | 0.39   | NA   |    |       |     | From: 58-712                     |        |        |        |    | NA       |            | NA    |     |            |      |
|                           |        |      |    |       |     | To: Dead End                     |        |        |        |    |          |            |       |     |            |      |
| (F112)                    | 0.37   | NA   |    |       |     | From: Dead End                   |        |        |        |    | NA       |            | NA    |     |            |      |
|                           |        |      |    |       |     | To: 58-903                       |        |        |        |    |          |            |       |     |            |      |
| (F113)                    | 0.91   | NA   |    |       |     | From: Dead End                   |        |        |        |    | NA       |            | NA    |     |            |      |
|                           |        |      |    |       |     | To: 58-629                       |        |        |        |    |          |            |       |     |            |      |
| (F114)                    | 0.24   | NA   |    |       |     | From: Dead End                   |        |        |        |    | NA       |            | NA    |     |            |      |
|                           |        |      |    |       |     | To: 58-630                       |        |        |        |    |          |            |       |     |            |      |
| (F115)                    | 0.27   | NA   |    |       |     | From: Dead End                   |        |        |        |    | NA       |            | NA    |     |            |      |
|                           |        |      |    |       |     | To: 58-642                       |        |        |        |    |          |            |       |     |            |      |
| (F116)                    | 0.03   | NA   |    |       |     | From: 58-761                     |        |        |        |    | NA       |            | NA    |     |            |      |
|                           |        |      |    |       |     | To: Dead End                     |        |        |        |    |          |            |       |     |            |      |
| (F291)                    | 0.23   | NA   |    |       |     | From: Dead End                   |        |        |        |    | NA       |            | NA    |     |            |      |
|                           |        |      |    |       |     | To: 58-643                       |        |        |        |    |          |            |       |     |            |      |
| (F654)                    | 0.06   | NA   |    |       |     | From: US 1                       |        |        |        |    | NA       |            | NA    |     |            |      |
|                           |        |      |    |       |     | To: Dead End                     |        |        |        |    |          |            |       |     |            |      |
| (F857)                    | 0.07   | NA   |    |       |     | From: Dead End                   |        |        |        |    | NA       |            | NA    |     |            |      |
|                           |        |      |    |       |     | To: Dead End                     |        |        |        |    |          |            |       |     |            |      |
| (F858)                    | 0.11   | NA   |    |       |     | From: US 58 C2US 58 REESE LANE   |        |        |        |    | NA       |            | NA    |     |            |      |
|                           |        |      |    |       |     | To: Dead End                     |        |        |        |    |          |            |       |     |            |      |
| (600)                     | 0.84   | 70   | R  |       |     | From: Charlotte County Line      |        |        |        |    | NA       |            | NA    |     | 07/06/2004 |      |
|                           |        |      |    |       |     | To: SR 92 WEST                   |        |        |        |    |          |            |       |     |            |      |
| (600)                     | 0.91   | 80   | R  |       |     | From: SR 92 MID                  |        |        |        |    | NA       |            | NA    |     | 07/06/2004 |      |
|                           |        |      |    |       |     | To: SR 92 EAST                   |        |        |        |    |          |            |       |     |            |      |
| (600)                     | 0.17   | 340  | R  |       |     | From: 58-609                     |        |        |        |    | NA       |            | NA    |     | 07/06/2004 |      |
|                           |        |      |    |       |     | To: SR 92 EAST                   |        |        |        |    |          |            |       |     |            |      |
| (600)                     | 2.54   | 440  | R  |       |     | From: SR 92 EAST                 |        |        |        |    | NA       |            | NA    |     | 07/06/2004 |      |
|                           |        |      |    |       |     | To: WCL Chase City               |        |        |        |    |          |            |       |     |            |      |
| (600)                     | 0.72   | 350  | R  |       |     | From: ECL Chase City             |        |        |        |    | NA       |            | NA    |     | 07/06/2004 |      |
|                           |        |      |    |       |     | To: 58-671 NORTH                 |        |        |        |    |          |            |       |     |            |      |
| (600)                     | 2.23   | 360  | G  | 97%   | 2%  | 1%                               | 1%     | 0%     | 0%     | C  | 0.107    | F          | 0.515 | 370 | G          | 2006 |
|                           |        |      |    |       |     | From: 58-671 SOUTH               |        |        |        |    |          |            |       |     |            |      |
| (600)                     | 3.65   | 60   | R  |       |     | From: 58-680                     |        |        |        |    | NA       |            | NA    |     | 07/06/2004 |      |
|                           |        |      |    |       |     | To: SR 47                        |        |        |        |    |          |            |       |     |            |      |
| (601)                     | 0.78   | 110  | R  |       |     | From: Halifax County Line        |        |        |        |    | NA       |            | NA    |     | 07/22/2004 |      |
|                           |        |      |    |       |     | To: 58-789                       |        |        |        |    |          |            |       |     |            |      |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck                     |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year |            |
|---------------------------|--------|------|----|-------|-----|---------------------------|--------|--------|--------|----|----------|------------|-------|-----|------|------------|
|                           |        |      |    |       |     | 2Axle                     | 3+Axle | 1Trail | 2Trail |    |          |            |       |     |      |            |
| <b>Mecklenburg County</b> |        |      |    |       |     |                           |        |        |        |    |          |            |       |     |      |            |
| (601)                     | 1.76   | 260  | R  |       |     | 58-789                    |        |        |        |    | NA       |            |       | NA  |      | 07/22/2004 |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (602)                     | 0.90   | 230  | G  | 93%   | 3%  | 0%                        | 1%     | 3%     | 0%     | F  | 0.145    | F          | 0.517 | 240 | G    | 2006       |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (602)                     | 2.00   | 210  | G  | 93%   | 3%  | 0%                        | 1%     | 3%     | 0%     | C  | 0.122    | F          | 0.64  | 220 | G    | 2006       |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (602)                     | 0.66   | 50   | R  |       |     | 58-735                    |        |        |        |    |          | NA         |       | NA  |      | 07/22/2004 |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (603)                     | 0.30   | 70   | R  |       |     | Charlotte County Line     |        |        |        |    |          | NA         |       | NA  |      | 07/22/2004 |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (603)                     | 2.00   | 110  | R  |       |     | 58-607                    |        |        |        |    |          | NA         |       | NA  |      | 07/22/2004 |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (604)                     | 1.00   | 60   | R  |       |     | SR 47                     |        |        |        |    |          | NA         |       | NA  |      | 07/22/2004 |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (604)                     | 1.60   | 30   | R  |       |     | North Carolina State Line |        |        |        |    |          | NA         |       | NA  |      | 07/22/2004 |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (604)                     | 1.90   | 180  | R  |       |     | 58-738                    |        |        |        |    |          | NA         |       | NA  |      | 07/22/2004 |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (604)                     | 0.70   | 10   | R  |       |     | SR 49                     |        |        |        |    |          | NA         |       | NA  |      | 07/22/2004 |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (604)                     | 0.70   | 10   | R  |       |     | 58-737                    |        |        |        |    |          | NA         |       | NA  |      | 07/22/2004 |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (605)                     | 0.90   | 70   | R  |       |     | Halifax County Line       |        |        |        |    |          | NA         |       | NA  |      | 07/19/2004 |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (605)                     | 0.20   | 70   | R  |       |     | 58-609                    |        |        |        |    |          | NA         |       | NA  |      | 07/19/2004 |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (606)                     | 1.20   | 160  | R  |       |     | Charlotte County Line     |        |        |        |    |          | NA         |       | NA  |      | 07/19/2004 |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (607)                     | 0.70   | 80   | R  |       |     | North Carolina State Line |        |        |        |    |          | NA         |       | NA  |      | 07/06/2004 |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (607)                     | 0.70   | 80   | R  |       |     | SR 49                     |        |        |        |    |          | NA         |       | NA  |      | 07/06/2004 |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (608)                     | 0.80   | 60   | R  |       |     | 58-603                    |        |        |        |    |          | NA         |       | NA  |      | 06/14/2004 |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (608)                     | 2.10   | 49   | R  |       |     | Dead End                  |        |        |        |    |          | NA         |       | NA  |      | 06/14/2004 |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (608)                     | 0.80   | 60   | R  |       |     | US 58                     |        |        |        |    |          | NA         |       | NA  |      | 06/14/2004 |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (609)                     | 2.32   | 410  | G  | 96%   | 1%  | 1%                        | 1%     | 1%     | 0%     | F  | NA       |            |       | 400 | G    | 2006       |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (609)                     | 1.68   | 270  | G  | 96%   | 1%  | 1%                        | 1%     | 1%     | 0%     | F  | 0.135    | F          | 0.622 | 280 | G    | 2006       |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (609)                     | 2.20   | 170  | G  | 96%   | 1%  | 1%                        | 1%     | 1%     | 0%     | F  | 0.129    | F          | 0.512 | 170 | G    | 2006       |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (609)                     | 2.30   | 300  | G  | 96%   | 1%  | 1%                        | 1%     | 1%     | 0%     | F  | 0.126    | F          | 0.618 | 320 | G    | 2006       |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (609)                     | 1.70   | 480  | G  | 96%   | 1%  | 1%                        | 1%     | 1%     | 0%     | C  | 0.104    | F          | 0.76  | 500 | G    | 2006       |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
| (609)                     | 0.80   | 730  | G  | 96%   | 1%  | 1%                        | 1%     | 1%     | 0%     | F  | 0.099    | F          | 0.703 | 760 | G    | 2006       |
|                           |        |      |    |       |     | From:                     |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:                       |        |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | SR 92; 58-684             |        |        |        |    |          |            |       |     |      |            |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck                       |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW   | Year       |      |
|---------------------------|--------|------|----|-------|-----|-----------------------------|--------|--------|--------|----|----------|------------|-------|------|------------|------|
|                           |        |      |    |       |     | 2Axle                       | 3+Axle | 1Trail | 2Trail |    |          |            |       |      |            |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |                             |        |        |        |    |          |            |       |      |            |      |
| (609)                     | 1.90   | 320  | R  |       |     | From: SR 92; 58-684         |        |        |        |    | NA       |            | NA    |      | 08/14/2001 |      |
|                           |        |      |    |       |     | To: Charlotte County Line   |        |        |        |    |          |            |       |      |            |      |
| (610)                     | 1.00   | 200  | R  |       |     | From: Charlotte County Line |        |        |        |    | NA       |            | NA    |      | 06/14/2004 |      |
|                           |        |      |    |       |     | To: 58-609 SOUTH            |        |        |        |    |          |            |       |      |            |      |
| (610)                     | 1.90   | 100  | R  |       |     | From: 58-609 NORTH          |        |        |        |    | NA       |            | NA    |      | 06/14/2004 |      |
|                           |        |      |    |       |     | To: 58-696                  |        |        |        |    |          |            |       |      |            |      |
| (611)                     | 1.50   | 300  | R  |       |     | From: 58-626                |        |        |        |    | NA       |            | NA    |      | 06/14/2004 |      |
|                           |        |      |    |       |     | To: Brunswick County Line   |        |        |        |    |          |            |       |      |            |      |
| (612)                     | 1.32   | 790  | R  |       |     | From: Brunswick County Line |        |        |        |    | NA       |            | NA    |      | 06/14/2004 |      |
|                           |        |      |    |       |     | To: 1.32 MI NW of CL        |        |        |        |    |          |            |       |      |            |      |
| (612)                     | 0.05   | 820  | R  |       |     | From: 58-903                |        |        |        |    | NA       |            | NA    |      | 06/14/2004 |      |
|                           |        |      |    |       |     | To: Dead End                |        |        |        |    |          |            |       |      |            |      |
| (613)                     | 0.35   | 10   | R  |       |     | From: SR 49                 |        |        |        |    | NA       |            | NA    |      | 07/22/2004 |      |
|                           |        |      |    |       |     | To: Dead End                |        |        |        |    |          |            |       |      |            |      |
| (614)                     | 0.80   | 70   | R  |       |     | From: 58-903                |        |        |        |    | NA       |            | NA    |      | 06/08/2004 |      |
|                           |        |      |    |       |     | To: 58-707                  |        |        |        |    |          |            |       |      |            |      |
| (615)                     | 1.82   | 270  | R  |       |     | From: 58-707                |        |        |        |    | NA       |            | NA    |      | 10/15/2001 |      |
|                           |        |      |    |       |     | To: 58-678                  |        |        |        |    |          |            |       |      |            |      |
| (615)                     | 1.62   | 180  | R  |       |     | From: 58-678                |        |        |        |    | NA       |            | NA    |      | 10/15/2001 |      |
|                           |        |      |    |       |     | To: SR 4                    |        |        |        |    |          |            |       |      |            |      |
| (615)                     | 2.93   | 130  | G  | 95%   | 2%  | 2%                          | 0%     | 1%     | 0%     | F  | 0.102    | F          | 0.741 | 140  | G          | 2006 |
|                           |        |      |    |       |     | To: 58-669                  |        |        |        |    |          |            |       |      |            |      |
| (615)                     | 3.46   | 210  | G  | 95%   | 2%  | 2%                          | 0%     | 1%     | 0%     | C  | 0.108    | F          | 0.7   | 220  | G          | 2006 |
|                           |        |      |    |       |     | To: US 1                    |        |        |        |    |          |            |       |      |            |      |
| (615)                     | 1.60   | 580  | G  | 95%   | 2%  | 2%                          | 0%     | 1%     | 0%     | F  | 0.1      | F          | 0.505 | 610  | G          | 2006 |
|                           |        |      |    |       |     | To: 58-903                  |        |        |        |    |          |            |       |      |            |      |
| (616)                     | 0.25   | 280  | R  |       |     | From: SR 4                  |        |        |        |    | NA       |            | NA    |      | 06/16/2004 |      |
|                           |        |      |    |       |     | To: 58-710                  |        |        |        |    |          |            |       |      |            |      |
| (616)                     | 2.10   | 110  | R  |       |     | From: 58-710                |        |        |        |    | NA       |            | NA    |      | 06/16/2004 |      |
|                           |        |      |    |       |     | To: 58-711                  |        |        |        |    |          |            |       |      |            |      |
| (617)                     | 0.90   | 310  | R  |       |     | From: 58-711                |        |        |        |    | NA       |            | NA    |      | 06/08/2004 |      |
|                           |        |      |    |       |     | To: Dead End                |        |        |        |    |          |            |       |      |            |      |
| (617)                     | 2.30   | 500  | R  |       |     | From: Dead End              |        |        |        |    | NA       |            | NA    |      | 06/08/2004 |      |
|                           |        |      |    |       |     | To: 58-903                  |        |        |        |    |          |            |       |      |            |      |
| (617)                     |        |      |    |       |     | From: 58-903                |        |        |        |    |          |            |       |      |            |      |
| (618)                     | 1.37   | 130  | G  | 96%   | 1%  | 1%                          | 0%     | 1%     | 0%     | F  | 0.126    | F          | 0.529 | 140  | G          | 2006 |
|                           |        |      |    |       |     | To: 58-903                  |        |        |        |    |          |            |       |      |            |      |
| (618)                     | 1.64   | 260  | G  | 96%   | 1%  | 1%                          | 0%     | 1%     | 0%     | F  | 0.137    | F          | 0.595 | 270  | G          | 2006 |
|                           |        |      |    |       |     | To: 58-619                  |        |        |        |    |          |            |       |      |            |      |
| (618)                     | 2.63   | 760  | G  | 96%   | 1%  | 1%                          | 0%     | 1%     | 0%     | F  | 0.107    | F          | 0.546 | 790  | G          | 2006 |
|                           |        |      |    |       |     | To: 58-617                  |        |        |        |    |          |            |       |      |            |      |
| (618)                     | 2.34   | 1000 | G  | 96%   | 1%  | 1%                          | 0%     | 1%     | 0%     | F  | 0.105    | F          | 0.575 | 1100 | G          | 2006 |
|                           |        |      |    |       |     | To: 58-769                  |        |        |        |    |          |            |       |      |            |      |
| (618)                     | 0.58   | 3500 | G  | 96%   | 1%  | 1%                          | 0%     | 1%     | 0%     | C  | 0.097    | F          | 0.654 | 3600 | G          | 2006 |
|                           |        |      |    |       |     | To: 58-624 SOUTH            |        |        |        |    |          |            |       |      |            |      |
| (618)                     |        |      |    |       |     | From: SCL LaCrosse          |        |        |        |    |          |            |       |      |            |      |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck                       |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW   | Year |      |
|---------------------------|--------|------|----|-------|-----|-----------------------------|--------|--------|--------|----|----------|------------|-------|------|------|------|
|                           |        |      |    |       |     | 2Axle                       | 3+Axle | 1Trail | 2Trail |    |          |            |       |      |      |      |
| <b>Town of LaCrosse</b>   |        |      |    |       |     |                             |        |        |        |    |          |            |       |      |      |      |
| (618) Main St             | 0.23   | 3500 | G  | 96%   | 1%  | 1%                          | 0%     | 1%     | 0%     | F  | 0.096    | F          | 0.642 | 3600 | G    | 2006 |
|                           |        |      |    |       |     | From: SCL LaCrosse          |        |        |        |    |          |            |       |      |      |      |
| (618) Main St             | 0.17   | 4800 | G  | 96%   | 1%  | 1%                          | 0%     | 1%     | 0%     | F  | 0.092    | F          | 0.517 | 4900 | G    | 2006 |
|                           |        |      |    |       |     | To: 58-1507 Seaboard St     |        |        |        |    |          |            |       |      |      |      |
| (618) Main St             | 0.35   | 1700 | G  | 96%   | 1%  | 1%                          | 0%     | 1%     | 0%     | F  | 0.11     | F          | 0.543 | 1800 | G    | 2006 |
|                           |        |      |    |       |     | From: 58-621 Main St        |        |        |        |    |          |            |       |      |      |      |
|                           |        |      |    |       |     | To: WCL LaCrosse            |        |        |        |    |          |            |       |      |      |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |                             |        |        |        |    |          |            |       |      |      |      |
| (618)                     | 0.84   | 1900 | G  | 96%   | 1%  | 1%                          | 0%     | 1%     | 0%     | F  | 0.101    | F          | 0.550 | 1900 | G    | 2006 |
|                           |        |      |    |       |     | From: WCL LaCrosse          |        |        |        |    |          |            |       |      |      |      |
|                           |        |      |    |       |     | To: US 58                   |        |        |        |    |          |            |       |      |      |      |
| (619)                     | 1.22   | 800  | G  | 97%   | 1%  | 0%                          | 1%     | 1%     | 0%     | C  | 0.09     | F          | 0.556 | 820  | G    | 2006 |
|                           |        |      |    |       |     | From: 58-751; 58-903        |        |        |        |    |          |            |       |      |      |      |
| (619)                     | 0.48   | 320  | R  |       |     | To: 58-618 WEST             |        |        |        |    |          |            |       |      |      |      |
| (619)                     | 0.14   | 360  | R  |       |     | From: 58-847                |        |        |        |    |          |            |       |      |      |      |
| (619)                     | 2.46   | 290  | R  |       |     | To: 58-788                  |        |        |        |    |          |            |       |      |      |      |
| (620)                     | 0.10   | 330  | R  |       |     | From: 58-620                |        |        |        |    |          |            |       |      |      |      |
| (620)                     | 4.00   | 190  | R  |       |     | To: 58-626                  |        |        |        |    |          |            |       |      |      |      |
| (620)                     | 2.68   | 260  | R  |       |     | From: 58-619                |        |        |        |    |          |            |       |      |      |      |
| (620)                     |        |      |    |       |     | To: 58-647                  |        |        |        |    |          |            |       |      |      |      |
| (620)                     |        |      |    |       |     | From: 58-624                |        |        |        |    |          |            |       |      |      |      |
| <b>Town of LaCrosse</b>   |        |      |    |       |     |                             |        |        |        |    |          |            |       |      |      |      |
| (621) Main St             | 0.34   | 3700 | G  | 97%   | 2%  | 0%                          | 0%     | 1%     | 0%     | F  | 0.095    | F          | 0.531 | 3800 | G    | 2006 |
|                           |        |      |    |       |     | From: 58-618 High St        |        |        |        |    |          |            |       |      |      |      |
| (621) Country Club Rd     | 0.18   | 1200 | G  | 97%   | 2%  | 0%                          | 0%     | 1%     | 0%     | F  | 0.114    | F          | 0.559 | 1300 | G    | 2006 |
|                           |        |      |    |       |     | To: US 58                   |        |        |        |    |          |            |       |      |      |      |
|                           |        |      |    |       |     | From: NCL LaCrosse          |        |        |        |    |          |            |       |      |      |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |                             |        |        |        |    |          |            |       |      |      |      |
| (621)                     | 3.03   | 580  | G  | 97%   | 2%  | 0%                          | 0%     | 1%     | 0%     | F  | 0.107    | F          | 0.623 | 610  | G    | 2006 |
|                           |        |      |    |       |     | From: NCL LaCrosse          |        |        |        |    |          |            |       |      |      |      |
| (621)                     | 1.80   | 290  | G  | 97%   | 2%  | 0%                          | 0%     | 1%     | 0%     | C  | 0.125    | F          | 0.541 | 300  | G    | 2006 |
|                           |        |      |    |       |     | To: 58-639                  |        |        |        |    |          |            |       |      |      |      |
| (621)                     | 1.79   | 160  | R  |       |     | From: US 1 WEST             |        |        |        |    |          |            |       |      |      |      |
|                           |        |      |    |       |     | To: US 1 EAST               |        |        |        |    |          |            |       |      |      |      |
| (622)                     | 1.60   | 45   | R  |       |     | From: Lunenburg County Line |        |        |        |    |          |            |       |      |      |      |
|                           |        |      |    |       |     | To: 58-660                  |        |        |        |    |          |            |       |      |      |      |
| (622)                     | 2.60   | 20   | R  |       |     | From: 58-670                |        |        |        |    |          |            |       |      |      |      |
|                           |        |      |    |       |     | To: SR 47; 58-662           |        |        |        |    |          |            |       |      |      |      |
| (623)                     | 0.31   | 220  | R  |       |     | From: 58-621                |        |        |        |    |          |            |       |      |      |      |
|                           |        |      |    |       |     | To: 0.31 ME 58-621          |        |        |        |    |          |            |       |      |      |      |
| (623)                     | 2.68   | 100  | R  |       |     | From: Brunswick County Line |        |        |        |    |          |            |       |      |      |      |
|                           |        |      |    |       |     | To: Brunswick County Line   |        |        |        |    |          |            |       |      |      |      |
| (624)                     | 1.05   | 1500 | R  |       |     | From: Brunswick County Line |        |        |        |    |          |            |       |      |      |      |
|                           |        |      |    |       |     | To: 58-626 SOUTH            |        |        |        |    |          |            |       |      |      |      |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW   | Year |            |
|---------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|------------|-------|------|------|------------|
|                           |        |      |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |            |       |      |      |            |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |        |        |        |    |          |            |       |      |      |            |
| (624)                     | 2.71   | 2000 | G  | 95%   | 2%  | 1%    | 0%     | 1%     | 0%     | C  | 0.127    | F          | 0.533 | 2100 | G    | 2006       |
| (624)                     | 0.71   | 1100 | R  |       |     |       |        |        |        |    |          |            | NA    |      | NA   | 07/19/2001 |
|                           |        |      |    |       |     |       |        |        |        |    |          |            |       |      |      |            |
| <b>Town of LaCrosse</b>   |        |      |    |       |     |       |        |        |        |    |          |            |       |      |      |            |
| (624) Hillcrest Rd        | 0.14   | 1100 | R  |       |     |       |        |        |        |    |          |            | NA    |      | NA   | 07/19/2001 |
| (624) Hillcrest Rd        | 0.22   | 160  | R  |       |     |       |        |        |        |    |          |            | NA    |      | NA   | 07/19/2001 |
|                           |        |      |    |       |     |       |        |        |        |    |          |            |       |      |      |            |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |        |        |        |    |          |            |       |      |      |            |
| (625)                     | 1.20   | 280  | R  |       |     |       |        |        |        |    |          |            | NA    |      | NA   | 06/07/2004 |
| (625)                     | 4.29   | 130  | R  |       |     |       |        |        |        |    |          |            | NA    |      | NA   | 06/07/2004 |
| (626)                     | 3.00   | 980  | G  | 92%   | 2%  | 1%    | 2%     | 3%     | 0%     | F  | 0.102    | F          | 0.602 | 1000 | G    | 2006       |
| (626)                     | 4.04   | 1200 | G  | 92%   | 2%  | 1%    | 2%     | 3%     | 0%     | F  | 0.094    | F          | 0.686 | 1200 | G    | 2006       |
| (626)                     | 2.40   | 930  | G  | 92%   | 2%  | 1%    | 2%     | 3%     | 0%     | C  | 0.094    | F          | 0.643 | 960  | G    | 2006       |
| (627)                     | 1.64   | 250  | R  |       |     |       |        |        |        |    |          |            | NA    |      | NA   | 07/23/2001 |
| (628)                     | 0.20   | 420  | R  |       |     |       |        |        |        |    |          |            | NA    |      | NA   | 06/01/2004 |
| (628)                     | 1.50   | 200  | R  |       |     |       |        |        |        |    |          |            | NA    |      | NA   | 06/01/2004 |
| (629)                     | 1.00   | 160  | R  |       |     |       |        |        |        |    |          |            | NA    |      | NA   | 07/23/2001 |
| (629)                     | 1.10   | 110  | R  |       |     |       |        |        |        |    |          |            | NA    |      | NA   | 07/23/2001 |
| (630)                     | 2.30   | 590  | R  |       |     |       |        |        |        |    |          |            | NA    |      | NA   | 11/01/2001 |
| (630)                     | 4.60   | 110  | R  |       |     |       |        |        |        |    |          |            | NA    |      | NA   | 07/23/2001 |
| (630)                     | 3.50   | 570  | R  |       |     |       |        |        |        |    |          |            | NA    |      | NA   | 11/19/2001 |
| (631)                     | 1.90   | 360  | R  |       |     |       |        |        |        |    |          |            | NA    |      | NA   | 06/01/2004 |
| (631)                     | 1.26   | 260  | R  |       |     |       |        |        |        |    |          |            | NA    |      | NA   | 06/01/2004 |
| (631)                     | 0.55   | 40   | R  |       |     |       |        |        |        |    |          |            | NA    |      | NA   | 06/01/2004 |
| (632)                     | 0.70   | 110  | R  |       |     |       |        |        |        |    |          |            | NA    |      | NA   | 07/06/2004 |
|                           |        |      |    |       |     |       |        |        |        |    |          |            |       |      |      |            |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |                       |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year       |      |
|---------------------------|--------|------|----|-------|-----|-------|-----------------------|--------|--------|----|----------|------------|-------|-----|------------|------|
|                           |        |      |    |       |     | 2Axle | 3+Axle                | 1Trail | 2Trail |    |          |            |       |     |            |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |                       |        |        |    |          |            |       |     |            |      |
| (632)                     | 1.10   | 280  | R  |       |     | From: | 58-682 NORTH          |        |        |    |          |            |       | NA  | 07/06/2004 |      |
|                           |        |      |    |       |     | To:   | Lunenburg County Line |        |        |    |          |            |       |     |            |      |
| (633)                     | 1.50   | 220  | R  |       |     | From: | Dead End              |        |        |    |          |            |       | NA  | 06/16/2004 |      |
|                           |        |      |    |       |     | To:   | SR 47                 |        |        |    |          |            |       |     |            |      |
| (633)                     | 3.20   | 170  | R  |       |     | From: |                       |        |        |    |          |            |       | NA  | 06/16/2004 |      |
|                           |        |      |    |       |     | To:   | 58-681                |        |        |    |          |            |       |     |            |      |
| (633)                     | 0.60   | 40   | R  |       |     | From: |                       |        |        |    |          |            |       | NA  | 06/16/2004 |      |
|                           |        |      |    |       |     | To:   | Lunenburg County Line |        |        |    |          |            |       |     |            |      |
| (634)                     | 1.30   | 310  | R  |       |     | From: |                       |        |        |    |          |            |       | NA  | 08/06/2001 |      |
|                           |        |      |    |       |     | To:   | SR 47                 |        |        |    |          |            |       |     |            |      |
| (634)                     | 1.70   | 140  | R  |       |     | From: |                       |        |        |    |          |            |       | NA  | 08/06/2001 |      |
|                           |        |      |    |       |     | To:   | 58-745                |        |        |    |          |            |       |     |            |      |
| (634)                     | 0.49   | 160  | R  |       |     | From: |                       |        |        |    |          |            |       | NA  | 08/06/2001 |      |
|                           |        |      |    |       |     | To:   | 58-681                |        |        |    |          |            |       |     |            |      |
| (634)                     |        |      |    |       |     | From: |                       |        |        |    |          |            |       |     |            |      |
| (635)                     | 1.65   | 320  | R  |       |     | From: | SR 47                 |        |        |    |          |            |       | NA  | 07/30/2001 |      |
|                           |        |      |    |       |     | To:   |                       |        |        |    |          |            |       |     |            |      |
| (635)                     | 0.97   | 160  | R  |       |     | From: |                       |        |        |    |          |            |       | NA  | 07/30/2001 |      |
|                           |        |      |    |       |     | To:   | 58-659                |        |        |    |          |            |       |     |            |      |
| (635)                     | 0.10   | 360  | R  |       |     | From: |                       |        |        |    |          |            |       | NA  | 07/30/2001 |      |
|                           |        |      |    |       |     | To:   | 58-764                |        |        |    |          |            |       |     |            |      |
| (635)                     |        |      |    |       |     | From: |                       |        |        |    |          |            |       |     |            |      |
| (636)                     | 2.02   | 360  | R  |       |     | From: |                       |        |        |    |          |            |       | NA  | 07/16/2001 |      |
|                           |        |      |    |       |     | To:   | 58-654                |        |        |    |          |            |       |     |            |      |
| (636)                     |        |      |    |       |     | From: |                       |        |        |    |          |            |       |     |            |      |
| (637)                     | 1.65   | 790  | G  | 93%   | 0%  | 0%    | 6%                    | 1%     | 0%     | C  | 0.101    | F          | 0.772 | 820 | G          | 2006 |
|                           |        |      |    |       |     | To:   |                       |        |        |    |          |            |       |     |            |      |
| (637)                     | 0.72   | 690  | R  |       |     | From: |                       |        |        |    |          |            |       | NA  | 06/14/2004 |      |
|                           |        |      |    |       |     | To:   | 58-812                |        |        |    |          |            |       |     |            |      |
| (637)                     | 1.18   | 420  | R  |       |     | From: |                       |        |        |    |          |            |       | NA  | 07/16/2001 |      |
|                           |        |      |    |       |     | To:   | 58-653                |        |        |    |          |            |       |     |            |      |
| (638)                     | 0.66   | 60   | R  |       |     | From: | Dead End              |        |        |    |          |            |       | NA  | 06/01/2004 |      |
|                           |        |      |    |       |     | To:   | US 1 WEST             |        |        |    |          |            |       |     |            |      |
| (638)                     | 0.90   | 570  | R  |       |     | From: |                       |        |        |    |          |            |       | NA  | 06/01/2004 |      |
|                           |        |      |    |       |     | To:   | US 1 EAST             |        |        |    |          |            |       |     |            |      |
| (638)                     | 0.90   | 360  | R  |       |     | From: |                       |        |        |    |          |            |       | NA  | 06/01/2004 |      |
|                           |        |      |    |       |     | To:   | 58-621                |        |        |    |          |            |       |     |            |      |
| (638)                     | 0.40   | 20   | R  |       |     | From: |                       |        |        |    |          |            |       | NA  | 06/01/2004 |      |
|                           |        |      |    |       |     | To:   | 58-639 WEST           |        |        |    |          |            |       |     |            |      |
| (638)                     |        |      |    |       |     | From: |                       |        |        |    |          |            |       |     |            |      |
| (639)                     | 1.90   | 100  | R  |       |     | From: |                       |        |        |    |          |            |       | NA  | 10/17/2001 |      |
|                           |        |      |    |       |     | To:   | 58-621                |        |        |    |          |            |       |     |            |      |
| (639)                     | 1.20   | 300  | R  |       |     | From: |                       |        |        |    |          |            |       | NA  | 10/17/2001 |      |
|                           |        |      |    |       |     | To:   | 58-638 WEST           |        |        |    |          |            |       |     |            |      |
| (639)                     |        |      |    |       |     | From: |                       |        |        |    |          |            |       |     |            |      |
| (640)                     | 0.70   | 120  | R  |       |     | From: | Charlotte County Line |        |        |    |          |            |       | NA  | 08/14/2001 |      |
|                           |        |      |    |       |     | To:   |                       |        |        |    |          |            |       |     |            |      |
| (640)                     | 2.40   | 110  | R  |       |     | From: |                       |        |        |    |          |            |       | NA  | 08/14/2001 |      |
|                           |        |      |    |       |     | To:   | 58-699 WEST           |        |        |    |          |            |       |     |            |      |
| (640)                     |        |      |    |       |     | From: |                       |        |        |    |          |            |       |     |            |      |
|                           |        |      |    |       |     | To:   | 58-609 SOUTH          |        |        |    |          |            |       |     |            |      |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year       |            |
|---------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|------------|-------|-----|------------|------------|
|                           |        |      |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |            |       |     |            |            |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |        |        |        |    |          |            |       |     |            |            |
| (640)                     | 2.00   | 290  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 08/14/2001 |            |
| (640)                     | 1.40   | 250  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 08/14/2001 |            |
| (641)                     | 1.70   | 210  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 11/01/2001 |            |
| (642)                     | 2.83   | 830  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 11/01/2001 |            |
| (643)                     | 1.07   | 250  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 11/01/2001 |            |
| (643)                     | 1.20   | 1000 | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 11/19/2001 |            |
| (644)                     | 0.15   | 140  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 06/01/2004 |            |
| (644)                     | 1.25   | 40   | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 06/01/2004 |            |
| (645)                     | 1.91   | 350  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 10/17/2001 |            |
| (646)                     | 0.05   | 10   | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 07/23/2001 |            |
| (647)                     | 1.80   | 150  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 07/10/2001 |            |
| (648)                     | 0.64   | 90   | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 07/19/2004 |            |
| (649)                     | 2.00   | 340  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 06/01/2004 |            |
| (649)                     | 0.90   | 110  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 06/01/2004 |            |
| (649)                     | 0.10   | 190  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 06/01/2004 |            |
| (650)                     | 0.20   | 160  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 10/17/2001 |            |
| (650)                     | 1.54   | 1100 | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 11/01/2001 |            |
| (651) Plank Rd            | 3.12   | 480  | G  | 99%   | 0%  | 1%    | 0%     | 0%     | 0%     | C  | 0.099    | F          | 0.681 | 480 | G          | 2006       |
| (652)                     | 2.79   | 130  | R  |       |     |       |        |        |        |    |          |            |       |     | NA         | 10/17/2001 |
| (652)                     | 2.00   | 480  | R  |       |     |       |        |        |        |    |          |            |       |     | NA         | 07/16/2001 |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |              |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year       |      |
|---------------------------|--------|------|----|-------|-----|-------|--------------|--------|--------|----|----------|------------|-------|-----|------------|------|
|                           |        |      |    |       |     | 2Axle | 3+Axle       | 1Trail | 2Trail |    |          |            |       |     |            |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |              |        |        |    |          |            |       |     |            |      |
| (653)                     | 1.00   | 80   | R  |       |     | From: | Dead End     |        |        |    | NA       |            | NA    |     | 06/14/2004 |      |
|                           |        |      |    |       |     | To:   | 58-637       |        |        |    |          |            |       |     |            |      |
| (654)                     | 1.00   | 560  | R  |       |     | From: | SR 47        |        |        |    | NA       |            | NA    |     | 07/16/2001 |      |
|                           |        |      |    |       |     | To:   | 58-636       |        |        |    |          |            |       |     |            |      |
| (654)                     | 0.50   | 220  | R  |       |     | From: | 58-636       |        |        |    | NA       |            | NA    |     | 07/16/2001 |      |
|                           |        |      |    |       |     | To:   | 58-868       |        |        |    |          |            |       |     |            |      |
| (654)                     | 1.59   | 150  | R  |       |     | From: | 58-868       |        |        |    | NA       |            | NA    |     | 07/16/2001 |      |
|                           |        |      |    |       |     | To:   | Dead End     |        |        |    |          |            |       |     |            |      |
| (655)                     | 1.20   | 460  | R  |       |     | From: | 58-664       |        |        |    | NA       |            | NA    |     | 07/16/2001 |      |
|                           |        |      |    |       |     | To:   | 58-656       |        |        |    |          |            |       |     |            |      |
| (655)                     | 0.65   | 350  | R  |       |     | From: | 58-656       |        |        |    | NA       |            | NA    |     | 07/16/2001 |      |
|                           |        |      |    |       |     | To:   | 58-854       |        |        |    |          |            |       |     |            |      |
| (655)                     | 1.45   | 430  | R  |       |     | From: | 58-854       |        |        |    | NA       |            | NA    |     | 07/16/2001 |      |
|                           |        |      |    |       |     | To:   | 58-657       |        |        |    |          |            |       |     |            |      |
| (655)                     | 0.79   | 880  | R  |       |     | From: | 58-657       |        |        |    | NA       |            | NA    |     | 07/16/2001 |      |
|                           |        |      |    |       |     | To:   | SR 47 EAST   |        |        |    |          |            |       |     |            |      |
| (655)                     | 3.30   | 100  | R  |       |     | From: | SR 47 WEST   |        |        |    | NA       |            | NA    |     | 07/30/2001 |      |
|                           |        |      |    |       |     | To:   | 58-764       |        |        |    |          |            |       |     |            |      |
| (656)                     | 0.70   | 20   | R  |       |     | From: | Dead End     |        |        |    | NA       |            | NA    |     | 06/14/2004 |      |
|                           |        |      |    |       |     | To:   | 58-655       |        |        |    |          |            |       |     |            |      |
| (657)                     | 3.30   | 240  | R  |       |     | From: | 58-664       |        |        |    | NA       |            | NA    |     | 07/16/2001 |      |
|                           |        |      |    |       |     | To:   | 58-655       |        |        |    |          |            |       |     |            |      |
| (658)                     | 1.85   | 50   | R  |       |     | From: | 58-670       |        |        |    | NA       |            | NA    |     | 06/03/2004 |      |
|                           |        |      |    |       |     | To:   | 58-830       |        |        |    |          |            |       |     |            |      |
| (658)                     | 0.85   | 150  | R  |       |     | From: | 58-830       |        |        |    | NA       |            | NA    |     | 06/03/2004 |      |
|                           |        |      |    |       |     | To:   | SR 47 WEST   |        |        |    |          |            |       |     |            |      |
| (658)                     | 0.45   | 50   | R  |       |     | From: | SR 47 EAST   |        |        |    | NA       |            | NA    |     | 06/03/2004 |      |
|                           |        |      |    |       |     | To:   | 58-834       |        |        |    |          |            |       |     |            |      |
| (658)                     | 1.55   | 40   | R  |       |     | From: | 58-834       |        |        |    | NA       |            | NA    |     | 06/03/2004 |      |
|                           |        |      |    |       |     | To:   | 58-660       |        |        |    |          |            |       |     |            |      |
| (659)                     | 0.90   | 50   | R  |       |     | From: | 58-635       |        |        |    | NA       |            | NA    |     | 06/03/2004 |      |
|                           |        |      |    |       |     | To:   | 58-764       |        |        |    |          |            |       |     |            |      |
| (660)                     | 3.10   | 340  | G  | 96%   | 2%  | 0%    | 1%           | 1%     | 0%     | C  | 0.109    | F          | 0.686 | 350 | G          | 2006 |
|                           |        |      |    |       |     | From: | SR 92        |        |        |    |          |            |       |     |            |      |
| (660)                     | 1.50   | 350  | G  | 96%   | 2%  | 0%    | 1%           | 1%     | 0%     | F  | 0.104    | F          | 0.706 | 360 | G          | 2006 |
|                           |        |      |    |       |     | To:   | 58-677 NORTH |        |        |    |          |            |       |     |            |      |
| (660)                     | 3.71   | 450  | G  | 96%   | 2%  | 0%    | 1%           | 1%     | 0%     | F  | 0.109    | F          | 0.685 | 460 | G          | 2006 |
|                           |        |      |    |       |     | To:   | 58-671 SOUTH |        |        |    |          |            |       |     |            |      |
| (660)                     | 1.70   | 280  | R  |       |     | From: | 58-671 SOUTH |        |        |    |          |            |       |     |            |      |
|                           |        |      |    |       |     | To:   | SR 47 WEST   |        |        |    |          |            |       |     |            |      |
| (660)                     | 4.60   | 120  | R  |       |     | From: | SR 47 WEST   |        |        |    | NA       |            | NA    |     | 07/30/2001 |      |
|                           |        |      |    |       |     | To:   | 58-661       |        |        |    |          |            |       |     |            |      |
| (660)                     | 1.20   | 140  | R  |       |     | From: | 58-661       |        |        |    | NA       |            | NA    |     | 07/30/2001 |      |
|                           |        |      |    |       |     | To:   | 58-760       |        |        |    |          |            |       |     |            |      |
| (660)                     |        |      |    |       |     | From: | 58-658       |        |        |    | NA       |            | NA    |     | 07/30/2001 |      |
|                           |        |      |    |       |     | To:   | 58-658       |        |        |    |          |            |       |     |            |      |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck              |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year       |      |
|---------------------------|--------|------|----|-------|-----|--------------------|--------|--------|--------|----|----------|------------|-------|-----|------------|------|
|                           |        |      |    |       |     | 2Axle              | 3+Axle | 1Trail | 2Trail |    |          |            |       |     |            |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |                    |        |        |        |    |          |            |       |     |            |      |
| (660)                     | 0.10   | 180  | R  |       |     | From: 58-658       |        |        |        |    |          |            |       | NA  | 07/30/2001 |      |
|                           |        |      |    |       |     | To: SR 47 EAST     |        |        |        |    |          |            |       |     |            |      |
| (661)                     | 2.30   | 80   | R  |       |     | From: 58-660       |        |        |        |    |          |            |       | NA  | 07/30/2001 |      |
|                           |        |      |    |       |     | To: 58-662         |        |        |        |    |          |            |       |     |            |      |
| (662)                     | 2.26   | 220  | R  |       |     | From: SR 47 WEST   |        |        |        |    |          |            |       | NA  | 08/06/2001 |      |
|                           |        |      |    |       |     | To: 58-745         |        |        |        |    |          |            |       | NA  | 08/06/2001 |      |
| (662)                     | 0.30   | 90   | R  |       |     | From: 58-661       |        |        |        |    |          |            |       | NA  | 07/30/2001 |      |
|                           |        |      |    |       |     | To: SR 47 EAST     |        |        |        |    |          |            |       | NA  |            |      |
| (663)                     | 0.80   | 90   | R  |       |     | From: US 1         |        |        |        |    |          |            |       | NA  | 06/14/2004 |      |
|                           |        |      |    |       |     | To: 58-709         |        |        |        |    |          |            |       | NA  | 06/14/2004 |      |
| (663)                     | 2.40   | 140  | R  |       |     | From: US 58        |        |        |        |    |          |            |       | NA  | 06/14/2004 |      |
|                           |        |      |    |       |     | To: 58-673         |        |        |        |    |          |            |       | NA  | 06/14/2004 |      |
| (663)                     | 3.29   | 330  | G  | 82%   | 5%  | 3%                 | 8%     | 2%     | 0%     | C  | 0.112    | F          | 0.639 | 340 | G          | 2006 |
|                           |        |      |    |       |     | To: 58-664         |        |        |        |    |          |            |       |     |            |      |
| (664)                     | 3.06   | 730  | G  | 89%   | 1%  | 1%                 | 8%     | 1%     | 0%     | C  | 0.108    | F          | 0.578 | 760 | G          | 2006 |
|                           |        |      |    |       |     | To: 58-663         |        |        |        |    |          |            |       |     |            |      |
| (664)                     | 1.97   | 580  | G  | 89%   | 1%  | 1%                 | 8%     | 1%     | 0%     | F  | 0.104    | F          | 0.555 | 600 | G          | 2006 |
|                           |        |      |    |       |     | To: 58-655         |        |        |        |    |          |            |       |     |            |      |
| (664)                     | 2.81   | 380  | G  | 89%   | 1%  | 1%                 | 8%     | 1%     | 0%     | F  | 0.153    | F          | 0.561 | 390 | G          | 2006 |
|                           |        |      |    |       |     | To: SR 47          |        |        |        |    |          |            |       |     |            |      |
| (665)                     | 1.10   | 40   | R  |       |     | From: 58-664       |        |        |        |    |          |            |       | NA  | 06/14/2004 |      |
|                           |        |      |    |       |     | To: Dead End       |        |        |        |    |          |            |       |     |            |      |
| (666)                     | 0.10   | 100  | R  |       |     | From: 58-668       |        |        |        |    |          |            |       | NA  | 06/03/2004 |      |
|                           |        |      |    |       |     | To: 0.10 MN 58-668 |        |        |        |    |          |            |       |     |            |      |
| (666)                     | 2.60   | 80   | R  |       |     | From: 58-667       |        |        |        |    |          |            |       | NA  | 06/03/2004 |      |
|                           |        |      |    |       |     | To: 58-664         |        |        |        |    |          |            |       | NA  | 06/03/2004 |      |
| (667)                     | 1.00   | 40   | R  |       |     | From: 58-669       |        |        |        |    |          |            |       | NA  | 06/03/2004 |      |
|                           |        |      |    |       |     | To: 58-666         |        |        |        |    |          |            |       |     |            |      |
| (668)                     | 1.60   | 60   | R  |       |     | From: 58-669       |        |        |        |    |          |            |       | NA  | 06/16/2004 |      |
|                           |        |      |    |       |     | To: 58-666         |        |        |        |    |          |            |       |     |            |      |
| (668)                     | 1.40   | 270  | R  |       |     | From: 58-666       |        |        |        |    |          |            |       | NA  | 06/16/2004 |      |
|                           |        |      |    |       |     | To: 58-664         |        |        |        |    |          |            |       |     |            |      |
| (669)                     | 2.50   | 380  | G  | 90%   | 2%  | 2%                 | 3%     | 4%     | 0%     | F  | 0.134    | F          | 0.567 | 390 | G          | 2006 |
|                           |        |      |    |       |     | To: US 58          |        |        |        |    |          |            |       |     |            |      |
| (669)                     | 0.42   | 690  | G  | 90%   | 2%  | 2%                 | 3%     | 4%     | 0%     | C  | 0.114    | F          | 0.562 | 710 | G          | 2006 |
|                           |        |      |    |       |     | To: 58-673         |        |        |        |    |          |            |       |     |            |      |
| (669)                     | 1.69   | 350  | G  | 90%   | 2%  | 2%                 | 3%     | 4%     | 0%     | F  | 0.125    | F          | 0.587 | 360 | G          | 2006 |
|                           |        |      |    |       |     | To: 58-674         |        |        |        |    |          |            |       |     |            |      |

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| Route                     | Length | AADT | QA  | 4Tire | Bus | Truck |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year |            |
|---------------------------|--------|------|-----|-------|-----|-------|--------|--------|--------|----|----------|------------|-------|-----|------|------------|
|                           |        |      |     |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |            |       |     |      |            |
| <b>Mecklenburg County</b> |        |      |     |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (669)                     | 1.35   | 450  | G   | 90%   | 2%  | 2%    | 3%     | 4%     | 0%     | F  | 0.137    | F          | 0.54  | 460 | G    | 2006       |
| (669)                     | 2.55   | 170  | G   | 90%   | 2%  | 2%    | 3%     | 4%     | 0%     | F  | 0.131    | F          | 0.521 | 170 | G    | 2006       |
| (669)                     | 1.72   | 350  | G   | 90%   | 2%  | 2%    | 3%     | 4%     | 0%     | F  | 0.112    | F          | 0.5   | 360 | G    | 2006       |
| (669)                     |        |      | To: |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (670)                     | 1.70   | 30   | R   |       |     |       |        |        |        |    |          |            |       | NA  |      | 06/03/2004 |
| (670)                     | 1.90   | 60   | R   |       |     |       |        |        |        |    |          |            |       | NA  |      | 06/03/2004 |
| (670)                     | 0.50   | 210  | R   |       |     |       |        |        |        |    |          |            |       | NA  |      | 06/03/2004 |
| (670)                     |        |      | To: |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (671)                     | 2.20   | 380  | R   |       |     |       |        |        |        |    |          |            |       | NA  |      | 06/29/2004 |
| (671)                     | 0.36   | 370  | R   |       |     |       |        |        |        |    |          |            |       | NA  |      | 06/29/2004 |
| (671)                     | 0.76   | 230  | R   |       |     |       |        |        |        |    |          |            |       | NA  |      | 06/29/2004 |
| (671)                     |        |      | To: |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (671)                     | 0.97   | 130  | R   |       |     |       |        |        |        |    |          |            |       | NA  |      | 06/29/2004 |
| (671)                     | 3.00   | 90   | R   |       |     |       |        |        |        |    |          |            |       | NA  |      | 06/29/2004 |
| (671)                     |        |      | To: |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (671)                     | 3.99   | 170  | G   | 94%   | 4%  | 1%    | 0%     | 1%     | 0%     | C  | 0.131    | F          | 0.81  | 180 | G    | 2006       |
| (671)                     |        |      | To: |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (671)                     | 1.37   | 210  | G   | 94%   | 4%  | 1%    | 0%     | 1%     | 0%     | F  | 0.094    | F          | 0.579 | 220 | G    | 2006       |
| (671)                     |        |      | To: |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (672)                     | 2.85   | 40   | R   |       |     |       |        |        |        |    |          |            |       | NA  |      | 06/14/2004 |
| (672)                     |        |      | To: |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (672)                     | 2.60   | 40   | R   |       |     |       |        |        |        |    |          |            |       | NA  |      | 06/14/2004 |
| (672)                     |        |      | To: |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (673)                     | 0.20   | 540  | G   | 72%   | 1%  | 2%    | 6%     | 19%    | 0%     | C  | 0.117    | F          | 0.556 | 560 | G    | 2006       |
| (673)                     |        |      | To: |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (674)                     | 1.50   | 390  | G   | 97%   | 1%  | 1%    | 1%     | 0%     | 0%     | C  | 0.116    | F          | 0.614 | 410 | G    | 2006       |
| (674)                     |        |      | To: |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (675)                     | 1.10   | 280  | R   |       |     |       |        |        |        |    |          |            |       | NA  |      | 06/14/2004 |
| (675)                     |        |      | To: |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (675)                     | 0.18   | 50   | R   |       |     |       |        |        |        |    |          |            |       | NA  |      | 06/14/2004 |
| (675)                     |        |      | To: |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (675)                     | 2.52   | 120  | R   |       |     |       |        |        |        |    |          |            |       | NA  |      | 06/14/2004 |
| (675)                     |        |      | To: |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (675)                     | 0.35   | 300  | R   |       |     |       |        |        |        |    |          |            |       | NA  |      | 06/14/2004 |
| (675)                     |        |      | To: |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (675)                     | 0.15   | 370  | R   |       |     |       |        |        |        |    |          |            |       | NA  |      | 06/14/2004 |
| (675)                     |        |      | To: |       |     |       |        |        |        |    |          |            |       |     |      |            |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |                |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------------|--------|------|----|-------|-----|-------|----------------|--------|--------|----|----------|------------|-------|----|------------|
|                           |        |      |    |       |     | 2Axle | 3+Axle         | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |                |        |        |    |          |            |       |    |            |
| (675)                     | 2.30   | 190  | R  |       |     | From: | 58-671 NORTH   |        |        |    | NA       |            | NA    |    | 06/14/2004 |
|                           |        |      |    |       |     | To:   | 58-670         |        |        |    |          |            |       |    |            |
| (676)                     | 0.40   | 20   | R  |       |     | From: | Dead End       |        |        |    | NA       |            | NA    |    | 06/14/2004 |
|                           |        |      |    |       |     | To:   | 58-674         |        |        |    | NA       |            | NA    |    | 06/14/2004 |
| (676)                     | 0.50   | 30   | R  |       |     | From: | Dead End       |        |        |    |          |            |       |    |            |
| (677)                     | 0.07   | 270  | R  |       |     | From: | US 58          |        |        |    | NA       |            | NA    |    | 06/23/2004 |
|                           |        |      |    |       |     | To:   | 58-848         |        |        |    | NA       |            | NA    |    | 06/23/2004 |
| (677)                     | 0.39   | 260  | R  |       |     | From: | 58-703         |        |        |    | NA       |            | NA    |    | 06/23/2004 |
|                           |        |      |    |       |     | To:   | 58-762         |        |        |    | NA       |            | NA    |    | 06/23/2004 |
| (677)                     | 0.81   | 420  | R  |       |     | From: | 58-841 NORTH   |        |        |    | NA       |            | NA    |    | 06/23/2004 |
|                           |        |      |    |       |     | To:   | 58-688         |        |        |    | NA       |            | NA    |    | 06/23/2004 |
| (677)                     | 1.00   | 380  | R  |       |     | From: | 58-691         |        |        |    | NA       |            | NA    |    | 06/23/2004 |
|                           |        |      |    |       |     | To:   | SR 92 SOUTH    |        |        |    | NA       |            | NA    |    | 06/23/2004 |
| (677)                     | 3.40   | 40   | R  |       |     | From: | SR 92 NORTH    |        |        |    | NA       |            | NA    |    | 06/23/2004 |
|                           |        |      |    |       |     | To:   | 58-660 SOUTH   |        |        |    | NA       |            | NA    |    | 06/23/2004 |
| (677)                     | 3.00   | 110  | R  |       |     | From: | 58-660 NORTH   |        |        |    | NA       |            | NA    |    | 06/23/2004 |
|                           |        |      |    |       |     | To:   | 58-675         |        |        |    | NA       |            | NA    |    | 06/23/2004 |
| (678)                     | 2.50   | 140  | R  |       |     | From: | SR 4           |        |        |    | NA       |            | NA    |    | 10/15/2001 |
|                           |        |      |    |       |     | To:   | 58-707 EAST    |        |        |    | NA       |            | NA    |    | 10/15/2001 |
| (678)                     | 1.61   | 220  | R  |       |     | From: | 58-707 WEST    |        |        |    | NA       |            | NA    |    | 10/15/2001 |
|                           |        |      |    |       |     | To:   | 58-615         |        |        |    | NA       |            | NA    |    | 10/15/2001 |
| (678)                     | 3.80   | 150  | R  |       |     | From: | US 58          |        |        |    | NA       |            | NA    |    | 10/15/2001 |
|                           |        |      |    |       |     | To:   | 58-672         |        |        |    | NA       |            | NA    |    | 10/15/2001 |
| (678)                     | 0.90   | 830  | R  |       |     | From: | 58-675         |        |        |    | NA       |            | NA    |    | 10/15/2001 |
|                           |        |      |    |       |     | To:   | SR 92          |        |        |    | NA       |            | NA    |    | 10/15/2001 |
| (679)                     | 0.02   | 130  | R  |       |     | From: | 0.02 MN SR 92  |        |        |    | NA       |            | NA    |    | 06/23/2004 |
|                           |        |      |    |       |     | To:   | 58-671         |        |        |    | NA       |            | NA    |    | 06/29/2004 |
| (680)                     | 1.60   | 170  | R  |       |     | From: | 58-671         |        |        |    | NA       |            | NA    |    | 06/29/2004 |
|                           |        |      |    |       |     | To:   | 1.60 ME 58-671 |        |        |    | NA       |            | NA    |    | 06/29/2004 |
| (680)                     | 1.30   | 100  | R  |       |     | From: | 58-600         |        |        |    | NA       |            | NA    |    | 06/29/2004 |
|                           |        |      |    |       |     | To:   | 58-633         |        |        |    | NA       |            | NA    |    | 06/16/2004 |
| (681)                     | 1.80   | 30   | R  |       |     | From: | 58-634         |        |        |    | NA       |            | NA    |    | 06/16/2004 |
|                           |        |      |    |       |     | To:   |                |        |        |    |          |            |       |    |            |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW   | Year       |      |
|---------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|------------|-------|------|------------|------|
|                           |        |      |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |            |       |      |            |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (682)                     | 1.00   | 530  | R  |       |     |       |        |        |        |    |          |            |       | NA   | 07/06/2004 |      |
| (682)                     | 1.24   | 410  | R  |       |     |       |        |        |        |    |          |            |       | NA   | 07/06/2004 |      |
| (682)                     | 0.06   | 350  | R  |       |     |       |        |        |        |    |          |            |       | NA   | 07/06/2004 |      |
| (682)                     | 3.30   | 90   | R  |       |     |       |        |        |        |    |          |            |       | NA   | 07/06/2004 |      |
| (682)                     | 0.17   | 80   | R  |       |     |       |        |        |        |    |          |            |       | NA   | 07/06/2004 |      |
| (683)                     | 3.19   | 210  | R  |       |     |       |        |        |        |    |          |            |       | NA   | 08/14/2001 |      |
| (683)                     | 1.50   | 270  | R  |       |     |       |        |        |        |    |          |            |       | NA   | 08/14/2001 |      |
| (683)                     | 1.20   | 100  | R  |       |     |       |        |        |        |    |          |            |       | NA   | 08/14/2001 |      |
| (684)                     | 3.80   | 600  | R  |       |     |       |        |        |        |    |          |            |       | NA   | 08/14/2001 |      |
| (685)                     | 0.61   | 80   | R  |       |     |       |        |        |        |    |          |            |       | NA   | 07/06/2004 |      |
| (686)                     | 2.90   | 40   | R  |       |     |       |        |        |        |    |          |            |       | NA   | 06/29/2004 |      |
| (687)                     | 1.99   | 110  | R  |       |     |       |        |        |        |    |          |            |       | NA   | 08/14/2001 |      |
| <b>Town of Boydton</b>    |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (688)                     | 0.15   | 1200 | G  | 93%   | 2%  | 1%    | 0%     | 4%     | 0%     | F  | 0.101    | F          | 0.658 | 1200 | G          | 2006 |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (688)                     | 2.74   | 810  | G  | 93%   | 2%  | 1%    | 0%     | 4%     | 0%     | F  | 0.121    | F          | 0.58  | 840  | G          | 2006 |
| (688)                     | 3.00   | 710  | G  | 93%   | 2%  | 1%    | 0%     | 4%     | 0%     | F  | 0.09     | F          | 0.581 | 740  | G          | 2006 |
| (688)                     | 0.97   | 1800 | G  | 93%   | 2%  | 1%    | 0%     | 4%     | 0%     | F  | 0.134    | F          | 0.604 | 1800 | G          | 2006 |
| (688)                     | 1.28   | 1300 | G  | 93%   | 2%  | 1%    | 0%     | 4%     | 0%     | F  | 0.101    | F          | 0.714 | 1400 | G          | 2006 |
| (688)                     | 0.76   | 1200 | G  | 93%   | 2%  | 1%    | 0%     | 4%     | 0%     | F  | 0.099    | F          | 0.593 | 1200 | G          | 2006 |
| (688)                     | 0.78   | 1100 | G  | 93%   | 2%  | 1%    | 0%     | 4%     | 0%     | F  | 0.108    | F          | 0.618 | 1100 | G          | 2006 |
| (688)                     | 1.25   | 1600 | G  | 93%   | 2%  | 1%    | 0%     | 4%     | 0%     | F  | 0.108    | F          | 0.599 | 1700 | G          | 2006 |
| (688)                     | 2.02   | 1800 | G  | 93%   | 2%  | 1%    | 0%     | 4%     | 0%     | C  | 0.108    | F          | 0.572 | 1900 | G          | 2006 |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW   | Year       |      |
|---------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|------------|-------|------|------------|------|
|                           |        |      |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |            |       |      |            |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (689)                     | 0.35   | 1500 | G  | 92%   | 4%  | 1%    | 1%     | 3%     | 0%     | C  | 0.112    | F          | 0.586 | 1500 | G          | 2006 |
| (689)                     | 2.30   | 490  | R  |       |     |       |        |        |        |    |          |            | NA    |      | 06/29/2004 |      |
| (689)                     | 0.32   | 540  | R  |       |     |       |        |        |        |    |          |            | NA    |      | 06/29/2004 |      |
| (689)                     | 1.05   | 570  | R  |       |     |       |        |        |        |    |          |            | NA    |      | 06/29/2004 |      |
| (689)                     |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (690)                     | 0.70   | 47   | R  |       |     |       |        |        |        |    |          |            | NA    |      | 06/29/2004 |      |
| (690)                     | 0.50   | 70   | R  |       |     |       |        |        |        |    |          |            | NA    |      | 06/29/2004 |      |
| (691)                     | 2.80   | 230  | R  |       |     |       |        |        |        |    |          |            | NA    |      | 10/09/2001 |      |
| (691)                     |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (692)                     | 0.80   | 100  | R  |       |     |       |        |        |        |    |          |            | NA    |      | 06/21/2004 |      |
| (692)                     |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (693)                     | 1.90   | 120  | R  |       |     |       |        |        |        |    |          |            | NA    |      | 06/22/2004 |      |
| (693)                     |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (693)                     | 0.70   | 40   | R  |       |     |       |        |        |        |    |          |            | NA    |      | 06/22/2004 |      |
| (693)                     |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (694)                     | 0.65   | 10   | R  |       |     |       |        |        |        |    |          |            | NA    |      | 08/02/2004 |      |
| (694)                     |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (695)                     | 2.50   | 220  | R  |       |     |       |        |        |        |    |          |            | NA    |      | 08/02/2004 |      |
| (695)                     |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (695)                     | 2.70   | 310  | R  |       |     |       |        |        |        |    |          |            | NA    |      | 08/02/2004 |      |
| (695)                     |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (695)                     | 2.40   | 130  | R  |       |     |       |        |        |        |    |          |            | NA    |      | 08/14/2001 |      |
| (695)                     |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (696)                     | 1.50   | 210  | R  |       |     |       |        |        |        |    |          |            | NA    |      | 07/19/2004 |      |
| (696)                     |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (696)                     | 1.20   | 90   | R  |       |     |       |        |        |        |    |          |            | NA    |      | 07/19/2004 |      |
| (696)                     |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (696)                     | 0.90   | 150  | R  |       |     |       |        |        |        |    |          |            | NA    |      | 07/19/2004 |      |
| (696)                     |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (696)                     | 2.70   | 230  | R  |       |     |       |        |        |        |    |          |            | NA    |      | 07/19/2004 |      |
| (696)                     |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (697)                     | 0.89   | 90   | R  |       |     |       |        |        |        |    |          |            | NA    |      | 06/29/2004 |      |
| (697)                     |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (697)                     | 0.11   | 160  | R  |       |     |       |        |        |        |    |          |            | NA    |      | 06/29/2004 |      |
| (697)                     |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (697)                     | 3.10   | 260  | R  |       |     |       |        |        |        |    |          |            | NA    |      | 06/29/2004 |      |
| (697)                     |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |
| (698)                     | 2.20   | 260  | R  |       |     |       |        |        |        |    |          |            | NA    |      | 11/19/2001 |      |
| (698)                     |        |      |    |       |     |       |        |        |        |    |          |            |       |      |            |      |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck             |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW   | Year       |      |
|---------------------------|--------|------|----|-------|-----|-------------------|--------|--------|--------|----|----------|------------|-------|------|------------|------|
|                           |        |      |    |       |     | 2Axle             | 3+Axle | 1Trail | 2Trail |    |          |            |       |      |            |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |                   |        |        |        |    |          |            |       |      |            |      |
| (698)                     | 3.20   | 770  | R  |       |     | From: SR 49 NORTH |        |        |        |    | NA       |            | NA    |      | 11/19/2001 |      |
|                           |        |      |    |       |     | To: 58-701        |        |        |        |    |          |            |       |      |            |      |
| (699)                     | 1.00   | 120  | R  |       |     | From: Dead End    |        |        |        |    | NA       |            | NA    |      | 07/19/2004 |      |
|                           |        |      |    |       |     | To: US 15         |        |        |        |    | NA       |            | NA    |      | 07/19/2004 |      |
| (699)                     | 1.60   | 200  | R  |       |     | From: 58-640 EAST |        |        |        |    | NA       |            | NA    |      | 07/19/2004 |      |
|                           |        |      |    |       |     | To: 58-640 WEST   |        |        |        |    | NA       |            | NA    |      | 07/19/2004 |      |
| (699)                     | 2.30   | 100  | R  |       |     | From: 58-610      |        |        |        |    | NA       |            | NA    |      | 07/19/2004 |      |
|                           |        |      |    |       |     | To: US 15 WEST    |        |        |        |    | NA       |            | NA    |      | 07/19/2004 |      |
| (700)                     | 0.47   | 30   | R  |       |     | From: US 15 EAST  |        |        |        |    | NA       |            | NA    |      | 07/19/2004 |      |
|                           |        |      |    |       |     | To: Dead End      |        |        |        |    | NA       |            | NA    |      | 07/19/2004 |      |
| (701)                     | 0.46   | 70   | R  |       |     | From: SR 49 SOUTH |        |        |        |    | NA       |            | NA    |      | 10/09/2001 |      |
|                           |        |      |    |       |     | To: SR 49 NORTH   |        |        |        |    | NA       |            | NA    |      |            |      |
| (701)                     | 4.18   | 920  | G  |       |     | From: 58-689      |        |        |        |    | NA       | 920        | G     | 2006 |            |      |
|                           |        |      |    |       |     | To: 58-688        |        |        |        |    | NA       |            | NA    |      | 10/09/2001 |      |
| (702)                     | 2.43   | 180  | R  |       |     | From: US 58       |        |        |        |    | NA       |            | NA    |      | 10/09/2001 |      |
|                           |        |      |    |       |     | To: 58-701        |        |        |        |    | NA       |            | NA    |      |            |      |
| (703)                     | 0.80   | 100  | R  |       |     | From: Dead End    |        |        |        |    | NA       |            | NA    |      | 10/04/2001 |      |
|                           |        |      |    |       |     | To: 58-828        |        |        |        |    | NA       |            | NA    |      |            |      |
| (703)                     | 2.78   | 250  | R  |       |     | From: US 58 EAST  |        |        |        |    | NA       |            | NA    |      | 10/04/2001 |      |
|                           |        |      |    |       |     | To: US 58 WEST    |        |        |        |    | NA       |            | NA    |      |            |      |
| (703)                     | 0.50   | 380  | R  |       |     | From: 58-677      |        |        |        |    | NA       |            | NA    |      | 10/09/2001 |      |
|                           |        |      |    |       |     | To: Dead End      |        |        |        |    | NA       |            | NA    |      |            |      |
| (704)                     | 0.60   | 120  | R  |       |     | From: 58-705      |        |        |        |    | NA       |            | NA    |      | 06/22/2004 |      |
|                           |        |      |    |       |     | To: 58-707        |        |        |        |    | NA       |            | NA    |      | 06/22/2004 |      |
| (705)                     | 1.90   | 50   | R  |       |     | From: Dead End    |        |        |        |    | NA       |            | NA    |      | 06/21/2004 |      |
|                           |        |      |    |       |     | To: 58-823        |        |        |        |    | NA       |            | NA    |      |            |      |
| (705)                     | 2.00   | 220  | R  |       |     | From: 58-704      |        |        |        |    | NA       |            | NA    |      | 06/21/2004 |      |
|                           |        |      |    |       |     | To: 58-756        |        |        |        |    | NA       |            | NA    |      |            |      |
| (706)                     | 0.25   | 20   | R  |       |     | From: SR 49       |        |        |        |    | NA       |            | NA    |      | 07/28/2004 |      |
|                           |        |      |    |       |     | To: Dead End      |        |        |        |    | NA       |            | NA    |      |            |      |
| (707)                     | 1.00   | 310  | G  | 97%   | 1%  | 0%                | 0%     | 0%     | 0%     | F  | 0.114    | F          | 0.507 | 320  | G          | 2006 |
|                           |        |      |    |       |     | To: SR 4          |        |        |        |    |          |            |       |      |            |      |
| (707)                     | 2.22   | 240  | G  | 97%   | 1%  | 0%                | 0%     | 0%     | 0%     | F  | 0.123    | F          | 0.656 | 250  | G          | 2006 |
|                           |        |      |    |       |     | To: 58-678 EAST   |        |        |        |    |          |            |       |      |            |      |
|                           |        |      |    |       |     | To: 58-824        |        |        |        |    |          |            |       |      |            |      |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW   | Year |            |
|---------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|------------|-------|------|------|------------|
|                           |        |      |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |            |       |      |      |            |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |        |        |        |    |          |            |       |      |      |            |
| (707)                     | 2.10   | 310  | G  | 97%   | 1%  | 0%    | 0%     | 0%     | 0%     | F  | 0.108    | F          | 0.636 | 320  | G    | 2006       |
| (707)                     | 3.00   | 730  | G  | 97%   | 1%  | 0%    | 0%     | 0%     | 0%     | F  | 0.112    | F          | 0.561 | 760  | G    | 2006       |
| <b>Town of Boydton</b>    |        |      |    |       |     |       |        |        |        |    |          |            |       |      |      |            |
| (707)                     | 0.31   | 1200 | G  | 97%   | 1%  | 0%    | 0%     | 0%     | 0%     | C  | 0.1      | F          | 0.615 | 1300 | G    | 2006       |
| (707)                     | 0.13   | 1100 | G  | 97%   | 1%  | 0%    | 0%     | 0%     | 0%     | F  | 0.090    | F          | 0.565 | 1100 | G    | 2006       |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |        |        |        |    |          |            |       |      |      |            |
| (708)                     | 1.60   | 180  | R  |       |     |       |        |        |        |    |          |            |       | NA   |      | 06/14/2004 |
| (709)                     | 1.80   | 40   | R  |       |     |       |        |        |        |    |          |            |       | NA   |      | 08/14/2004 |
| (710)                     | 3.90   | 120  | R  |       |     |       |        |        |        |    |          |            |       | NA   |      | 06/16/2004 |
| (710)                     | 1.00   | 47   | R  |       |     |       |        |        |        |    |          |            |       | NA   |      | 06/16/2004 |
| (711)                     | 0.80   | 290  | R  |       |     |       |        |        |        |    |          |            |       | NA   |      | 06/08/2004 |
| (711)                     | 0.60   | 370  | R  |       |     |       |        |        |        |    |          |            |       | NA   |      | 06/08/2004 |
| (711)                     | 0.20   | 530  | R  |       |     |       |        |        |        |    |          |            |       | NA   |      | 06/08/2004 |
| (711)                     | 1.60   | 580  | R  |       |     |       |        |        |        |    |          |            |       | NA   |      | 06/08/2004 |
| (711)                     | 2.80   | 100  | R  |       |     |       |        |        |        |    |          |            |       | NA   |      | 06/08/2004 |
| (712)                     | 0.20   | 370  | R  |       |     |       |        |        |        |    |          |            |       | NA   |      | 10/15/2001 |
| (712)                     | 3.90   | 190  | G  | 96%   | 2%  | 1%    | 1%     | 1%     | 0%     | C  | 0.12     | F          | 0.583 | 200  | G    | 2006       |
| (712)                     | 3.36   | 350  | G  | 96%   | 2%  | 1%    | 1%     | 1%     | 0%     | F  | 0.105    | F          | 0.521 | 360  | G    | 2006       |
| (713)                     | 2.70   | 180  | R  |       |     |       |        |        |        |    |          |            |       | NA   |      | 07/10/2001 |
| (714)                     | 0.40   | 140  | G  | 94%   | 2%  | 3%    | 0%     | 1%     | 0%     | C  | 0.157    | F          | 0.5   | 140  | G    | 2006       |
| (715)                     | 0.33   | 150  | G  | 98%   | 1%  | 1%    | 1%     | 0%     | 0%     | C  | 0.098    | F          | 0.563 | 160  | G    | 2006       |
| (716)                     | 1.65   | 70   | R  |       |     |       |        |        |        |    |          |            |       | NA   |      | 10/15/2001 |

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| Route                      | Length | AADT | QA    | 4Tire                     | Bus | Truck |        |        |        | QC  | K Factor        | Dir Factor | AAWDT | QW   | Year |            |
|----------------------------|--------|------|-------|---------------------------|-----|-------|--------|--------|--------|-----|-----------------|------------|-------|------|------|------------|
|                            |        |      |       |                           |     | 2Axle | 3+Axle | 1Trail | 2Trail |     |                 |            |       |      |      |            |
| <b>Mecklenburg County</b>  |        |      |       |                           |     |       |        |        |        |     |                 |            |       |      |      |            |
| (717)                      | 0.80   | 170  | G     | 96%                       | 1%  | 2%    | 0%     | 0%     | 0%     | C   | 0.118           | F          | 0.579 | 180  | G    | 2006       |
|                            |        |      | From: | North Carolina State Line |     |       |        |        |        | To: | 58-826          |            |       |      |      |            |
| (718)                      | 0.70   | 140  | R     |                           |     |       |        |        |        |     |                 |            |       | NA   |      | 10/15/2001 |
|                            |        |      | From: | North Carolina State Line |     |       |        |        |        | To: | 58-826          |            |       |      |      |            |
| (719)                      | 1.43   | 590  | G     | 96%                       | 1%  | 1%    | 0%     | 2%     | 0%     | C   | 0.1             | F          | 0.554 | 610  | G    | 2006       |
|                            |        |      | From: | 58-825                    |     |       |        |        |        | To: |                 |            |       |      |      |            |
| (720)                      | 0.20   | 580  | R     |                           |     |       |        |        |        |     |                 |            |       | NA   |      | 08/14/2001 |
|                            |        |      | From: | 58-785                    |     |       |        |        |        | To: | SR 49           |            |       |      |      |            |
| (721)                      | 0.80   | 80   | R     |                           |     |       |        |        |        |     |                 |            |       | NA   |      | 07/28/2004 |
|                            |        |      | From: | Dead End                  |     |       |        |        |        | To: |                 |            |       |      |      |            |
| (721)                      | 0.70   | 260  | R     |                           |     |       |        |        |        |     |                 |            |       | NA   |      | 07/28/2004 |
|                            |        |      | From: | US 15                     |     |       |        |        |        | To: | 58-822          |            |       |      |      |            |
| (722)                      | 1.65   | 130  | R     |                           |     |       |        |        |        |     |                 |            |       | NA   |      | 10/29/2001 |
|                            |        |      | From: | 58-601                    |     |       |        |        |        | To: | US 58 WEST      |            |       |      |      |            |
| (722)                      | 1.00   | 200  | R     |                           |     |       |        |        |        |     |                 |            |       | NA   |      | 10/29/2001 |
|                            |        |      | From: | US 58 EAST                |     |       |        |        |        | To: | 58-869          |            |       |      |      |            |
| (722)                      | 0.53   | 140  | R     |                           |     |       |        |        |        |     |                 |            |       | NA   |      | 10/29/2001 |
|                            |        |      | From: | 58-731                    |     |       |        |        |        | To: |                 |            |       |      |      |            |
| (722)                      | 2.08   | 140  | R     |                           |     |       |        |        |        |     |                 |            |       | NA   |      | 10/29/2001 |
|                            |        |      | From: | 58-767                    |     |       |        |        |        | To: |                 |            |       |      |      |            |
| (722)                      | 1.79   | 250  | R     |                           |     |       |        |        |        |     |                 |            |       | NA   |      | 10/29/2001 |
|                            |        |      | From: | Dead End; Gap Terminus    |     |       |        |        |        | To: |                 |            |       |      |      |            |
| (722)                      | 1.40   | 250  | R     |                           |     |       |        |        |        |     |                 |            |       | NA   |      | 10/24/2001 |
|                            |        |      | From: | 58-730 WEST               |     |       |        |        |        | To: |                 |            |       |      |      |            |
| (722)                      | 0.03   | 660  | R     |                           |     |       |        |        |        |     |                 |            |       | NA   |      | 10/24/2001 |
|                            |        |      | From: | 58-730 EAST               |     |       |        |        |        | To: |                 |            |       |      |      |            |
| (722)                      | 1.25   | 450  | R     |                           |     |       |        |        |        |     |                 |            |       | NA   |      | 10/24/2001 |
|                            |        |      | From: | 58-779                    |     |       |        |        |        | To: |                 |            |       |      |      |            |
| (722)                      | 0.55   | 940  | R     |                           |     |       |        |        |        |     |                 |            |       | NA   |      | 10/24/2001 |
|                            |        |      | From: | US 58 WEST                |     |       |        |        |        | To: | US 58 EAST      |            |       |      |      |            |
| (722)                      | 1.63   | 1900 | G     | 95%                       | 0%  | 1%    | 1%     | 3%     | 0%     | F   | 0.087           | F          | 0.529 | 1900 | G    | 2006       |
|                            |        |      | From: | WCL Clarksville           |     |       |        |        |        | To: | WCL Clarksville |            |       |      |      |            |
| <b>Town of Clarksville</b> |        |      |       |                           |     |       |        |        |        |     |                 |            |       |      |      |            |
| (722)                      | 0.13   | 1900 | N     | 95%                       | 0%  | 1%    | 1%     | 3%     | 0%     | N   | 0.087           | N          | 0.529 | 1900 | N    | 2006       |
|                            |        |      | From: | WCL Clarksville           |     |       |        |        |        | To: | ECL Clarksville |            |       |      |      |            |
| <b>Mecklenburg County</b>  |        |      |       |                           |     |       |        |        |        |     |                 |            |       |      |      |            |
| (722)                      | 0.07   | 1900 | N     | 95%                       | 0%  | 1%    | 1%     | 3%     | 0%     | N   | 0.087           | N          | 0.529 | 1900 | N    | 2006       |
|                            |        |      | From: | ECL Clarksville           |     |       |        |        |        | To: | US 15 NORTH     |            |       |      |      |            |
| (722)                      | 0.83   | 2400 | G     | 95%                       | 0%  | 1%    | 1%     | 3%     | 0%     | C   | 0.093           | F          | 0.515 | 2500 | G    | 2006       |
|                            |        |      | From: | US 15 SOUTH               |     |       |        |        |        | To: | 58-821 SOUTH    |            |       |      |      |            |
| (722)                      | 0.16   | 1300 | R     |                           |     |       |        |        |        |     |                 |            |       | NA   |      | 10/29/2001 |
|                            |        |      | From: | 58-1135                   |     |       |        |        |        | To: | 58-1136         |            |       |      |      |            |
| (722)                      | 0.10   | 460  | R     |                           |     |       |        |        |        |     |                 |            |       | NA   |      | 10/29/2001 |

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| Route                      | Length | AADT | QA | 4Tire | Bus | Truck |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year |            |
|----------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|------------|-------|-----|------|------------|
|                            |        |      |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |            |       |     |      |            |
| <b>Mecklenburg County</b>  |        |      |    |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (722)                      | 0.14   | 390  | R  |       |     |       |        |        |        |    | NA       |            |       | NA  |      | 10/29/2001 |
| (722)                      | 0.40   | 310  | R  |       |     |       |        |        |        |    | NA       |            |       | NA  |      | 10/29/2001 |
| (723)                      | 0.60   | 410  | R  |       |     |       |        |        |        |    | NA       |            |       | NA  |      | 09/24/2001 |
| (723)                      | 1.50   | 440  | G  | 97%   | 2%  | 0%    | 0%     | 1%     | 0%     | F  | 0.088    | F          | 0.528 | 460 | G    | 2006       |
| (723)                      | 3.30   | 780  | G  | 97%   | 2%  | 0%    | 0%     | 1%     | 0%     | C  | 0.101    | F          | 0.627 | 810 | G    | 2006       |
| (723)                      | 0.22   | 640  | G  | 97%   | 2%  | 0%    | 0%     | 1%     | 0%     | F  | NA       |            |       | 640 | G    | 2006       |
|                            |        |      |    |       |     |       |        |        |        |    |          |            |       |     |      |            |
| <b>Town of Clarksville</b> |        |      |    |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (723) Shiney Rock Rd       | 0.53   | 730  | G  | 97%   | 2%  | 0%    | 0%     | 1%     | 0%     | F  | NA       |            |       | 720 | G    | 2006       |
|                            |        |      |    |       |     |       |        |        |        |    |          |            |       |     |      |            |
| <b>Mecklenburg County</b>  |        |      |    |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (724)                      | 1.80   | 60   | R  |       |     |       |        |        |        |    | NA       |            |       | NA  |      | 07/28/2004 |
| (725)                      | 0.90   | 170  | R  |       |     |       |        |        |        |    | NA       |            |       | NA  |      | 09/24/2001 |
| (726)                      | 0.50   | 30   | R  |       |     |       |        |        |        |    | NA       |            |       | NA  |      | 07/22/2004 |
| (727)                      | 0.69   | 60   | R  |       |     |       |        |        |        |    | NA       |            |       | NA  |      | 07/28/2004 |
| (727)                      | 1.81   | 220  | R  |       |     |       |        |        |        |    | NA       |            |       | NA  |      | 07/28/2004 |
| (727)                      | 2.35   | 450  | R  |       |     |       |        |        |        |    | NA       |            |       | NA  |      | 07/28/2004 |
| (728)                      | 0.01   | 640  | R  |       |     |       |        |        |        |    | NA       |            |       | NA  |      | 07/28/2004 |
| (728)                      | 1.90   | 170  | R  |       |     |       |        |        |        |    | NA       |            |       | NA  |      | 10/22/2001 |
| (728)                      | 0.30   | 310  | R  |       |     |       |        |        |        |    | NA       |            |       | NA  |      | 10/22/2001 |
| (728)                      | 0.47   | 340  | R  |       |     |       |        |        |        |    | NA       |            |       | NA  |      | 10/22/2001 |
| (728)                      | 0.63   | 180  | R  |       |     |       |        |        |        |    | NA       |            |       | NA  |      | 09/24/2001 |
| (729)                      | 1.40   | 70   | R  |       |     |       |        |        |        |    | NA       |            |       | NA  |      | 07/28/2004 |
| (730)                      | 0.70   | 90   | R  |       |     |       |        |        |        |    | NA       |            |       | NA  |      | 10/24/2001 |
| (730)                      | 1.22   | 360  | R  |       |     |       |        |        |        |    | NA       |            |       | NA  |      | 10/24/2001 |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |                           |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year       |      |
|---------------------------|--------|------|----|-------|-----|-------|---------------------------|--------|--------|----|----------|------------|-------|-----|------------|------|
|                           |        |      |    |       |     | 2Axle | 3+Axle                    | 1Trail | 2Trail |    |          |            |       |     |            |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |                           |        |        |    |          |            |       |     |            |      |
| (730)                     | 1.10   | 400  | R  |       |     | From: | 58-722                    |        |        |    |          |            | NA    | NA  | 10/24/2001 |      |
|                           |        |      |    |       |     | To:   | Dead End                  |        |        |    |          |            |       |     |            |      |
| (731)                     | 1.40   | 210  | R  |       |     | From: | 58-722                    |        |        |    |          |            | NA    | NA  | 10/29/2001 |      |
|                           |        |      |    |       |     | To:   | 58-732                    |        |        |    |          |            |       |     |            |      |
| (732)                     | 0.40   | 120  | R  |       |     | From: | US 58 WEST                |        |        |    |          |            | NA    | NA  | 10/29/2001 |      |
|                           |        |      |    |       |     | To:   | 58-601                    |        |        |    |          |            |       |     |            |      |
| (732)                     | 0.90   | 280  | R  |       |     | From: | US 58 EAST                |        |        |    |          |            | NA    | NA  | 10/29/2001 |      |
|                           |        |      |    |       |     | To:   | 58-731                    |        |        |    |          |            |       |     |            |      |
| (732)                     | 0.03   | 470  | R  |       |     | From: | 58-731                    |        |        |    |          |            | NA    | NA  | 10/29/2001 |      |
|                           |        |      |    |       |     | To:   | 58-767                    |        |        |    |          |            |       |     |            |      |
| (732)                     | 1.27   | 230  | R  |       |     | From: | 58-767                    |        |        |    |          |            | NA    | NA  | 10/29/2001 |      |
|                           |        |      |    |       |     | To:   | Dead End                  |        |        |    |          |            |       |     |            |      |
| (733)                     | 0.01   | 90   | R  |       |     | From: | 58-735                    |        |        |    |          |            | NA    | NA  | 07/22/2004 |      |
|                           |        |      |    |       |     | To:   | 0.01 ME 58-735            |        |        |    |          |            |       |     |            |      |
| (733)                     | 1.81   | 140  | R  |       |     | From: | 58-734                    |        |        |    |          |            | NA    | NA  | 07/22/2004 |      |
|                           |        |      |    |       |     | To:   | SR 49                     |        |        |    |          |            |       |     |            |      |
| (734)                     | 0.10   | 440  | R  |       |     | From: | 58-733                    |        |        |    |          |            | NA    | NA  | 10/24/2001 |      |
|                           |        |      |    |       |     | To:   | 58-800                    |        |        |    |          |            |       |     |            |      |
| (734)                     | 1.20   | 330  | R  |       |     | From: | 58-800                    |        |        |    |          |            | NA    | NA  | 10/24/2001 |      |
|                           |        |      |    |       |     | To:   | 58-730                    |        |        |    |          |            |       |     |            |      |
| (734)                     | 0.70   | 330  | R  |       |     | From: | 58-730                    |        |        |    |          |            | NA    | NA  | 10/24/2001 |      |
|                           |        |      |    |       |     | To:   | US 58                     |        |        |    |          |            |       |     |            |      |
| (735)                     | 1.20   | 80   | R  |       |     | From: | North Carolina State Line |        |        |    |          |            | NA    | NA  | 07/22/2004 |      |
|                           |        |      |    |       |     | To:   | 58-729                    |        |        |    |          |            |       |     |            |      |
| (735)                     | 1.50   | 180  | G  | 94%   | 5%  | 0%    | 1%                        | 0%     | 0%     | C  | 0.140    | F          | 0.56  | 190 | G          | 2006 |
|                           |        |      |    |       |     | To:   | 58-867 Gap Terminus       |        |        |    |          |            |       |     |            |      |
| (735)                     | 0.75   | 220  | R  |       |     | From: | SR 49 Gap Terminus        |        |        |    |          |            | NA    | NA  | 07/22/2004 |      |
|                           |        |      |    |       |     | To:   | 58-736                    |        |        |    |          |            |       |     |            |      |
| (735)                     | 3.16   | 100  | R  |       |     | From: | 58-736                    |        |        |    |          |            | NA    | NA  | 07/22/2004 |      |
|                           |        |      |    |       |     | To:   | 58-602                    |        |        |    |          |            |       |     |            |      |
| (735)                     | 1.70   | 420  | G  | 94%   | 5%  | 0%    | 1%                        | 0%     | 0%     | F  | 0.106    | F          | 0.65  | 430 | G          | 2006 |
|                           |        |      |    |       |     | To:   | US 58                     |        |        |    |          |            |       |     |            |      |
| (736)                     | 2.90   | 80   | R  |       |     | From: | 58-735                    |        |        |    |          |            | NA    | NA  | 10/22/2001 |      |
|                           |        |      |    |       |     | To:   | 58-602                    |        |        |    |          |            |       |     |            |      |
| (737)                     | 1.20   | 140  | R  |       |     | From: | North Carolina State Line |        |        |    |          |            | NA    | NA  | 09/24/2001 |      |
|                           |        |      |    |       |     | To:   | 58-738                    |        |        |    |          |            |       |     |            |      |
| (737)                     | 0.50   | 240  | R  |       |     | From: | 58-738                    |        |        |    |          |            | NA    | NA  | 09/24/2001 |      |
|                           |        |      |    |       |     | To:   | SR 49                     |        |        |    |          |            |       |     |            |      |
| (737)                     | 0.60   | 310  | R  |       |     | From: | SR 49                     |        |        |    |          |            | NA    | NA  | 09/24/2001 |      |
|                           |        |      |    |       |     | To:   | 58-829                    |        |        |    |          |            |       |     |            |      |

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| Route                      | Length | AADT | QA | 4Tire | Bus | Truck |                             |                     |        | QC | K Factor | Dir Factor | AAWDT | QW   | Year       |      |
|----------------------------|--------|------|----|-------|-----|-------|-----------------------------|---------------------|--------|----|----------|------------|-------|------|------------|------|
|                            |        |      |    |       |     | 2Axle | 3+Axle                      | 1Trail              | 2Trail |    |          |            |       |      |            |      |
| <b>Mecklenburg County</b>  |        |      |    |       |     |       |                             |                     |        |    |          |            |       |      |            |      |
| (737)                      | 3.00   | 150  | R  |       |     | From: | 58-829                      |                     |        |    |          |            |       | NA   | 09/24/2001 |      |
|                            |        |      |    |       |     | To:   | 58-602                      |                     |        |    |          |            |       |      |            |      |
| (738)                      | 2.00   | 140  | R  |       |     | From: | 58-737                      |                     |        |    |          |            |       | NA   | 09/24/2001 |      |
|                            |        |      |    |       |     | To:   | NC State Line; Gap Terminus |                     |        |    |          |            |       |      |            |      |
| (738)                      | 0.80   | 240  | R  |       |     | From: |                             |                     |        |    |          |            |       | NA   | 09/24/2001 |      |
|                            |        |      |    |       |     | To:   | 58-604                      |                     |        |    |          |            |       |      |            |      |
| (738)                      | 1.80   | 360  | R  |       |     | From: |                             |                     |        |    |          |            |       | NA   | 09/24/2001 |      |
|                            |        |      |    |       |     | To:   | SR 49                       |                     |        |    |          |            |       |      |            |      |
| (739)                      | 0.20   | 40   | R  |       |     | From: | 58-637                      |                     |        |    |          |            |       | NA   | 06/14/2004 |      |
|                            |        |      |    |       |     | To:   | 58-879                      |                     |        |    |          |            |       |      |            |      |
| (739)                      | 0.70   | 20   | R  |       |     | From: |                             |                     |        |    |          |            |       | NA   | 06/14/2004 |      |
|                            |        |      |    |       |     | To:   | Dead End                    |                     |        |    |          |            |       |      |            |      |
| (740)                      | 1.00   | 140  | R  |       |     | From: | 58-723                      |                     |        |    |          |            |       | NA   | 06/14/2004 |      |
|                            |        |      |    |       |     | To:   | Dead End                    |                     |        |    |          |            |       |      |            |      |
| (741)                      | 0.90   | 30   | R  |       |     | From: |                             |                     |        |    |          |            |       | NA   | 07/06/2004 |      |
|                            |        |      |    |       |     | To:   | SR 47                       |                     |        |    |          |            |       |      |            |      |
| (742)                      | 0.18   | 370  | R  |       |     | From: | WCL Chase City; SR 49       |                     |        |    |          |            |       | NA   | 08/06/2001 |      |
|                            |        |      |    |       |     | To:   | WCL Chase City; SR 92       |                     |        |    |          |            |       |      |            |      |
| (743)                      | 0.70   | 49   | R  |       |     | From: | 58-660                      |                     |        |    |          |            |       | NA   | 06/03/2004 |      |
|                            |        |      |    |       |     | To:   | Dead End                    |                     |        |    |          |            |       |      |            |      |
| (744)                      | 1.20   | 60   | R  |       |     | From: | Charlotte County Line       |                     |        |    |          |            |       | NA   | 07/06/2004 |      |
|                            |        |      |    |       |     | To:   | SR 47                       |                     |        |    |          |            |       |      |            |      |
| (745)                      | 2.30   | 70   | R  |       |     | From: | 58-634                      |                     |        |    |          |            |       | NA   | 06/16/2004 |      |
|                            |        |      |    |       |     | To:   | 58-662                      |                     |        |    |          |            |       |      |            |      |
| (746)                      | 1.00   | 160  | R  |       |     | From: | North Carolina State Line   |                     |        |    |          |            |       | NA   | 10/15/2001 |      |
|                            |        |      |    |       |     | To:   | Dead End                    |                     |        |    |          |            |       |      |            |      |
| (747)                      | 0.47   | 70   | R  |       |     | From: | 58-723                      |                     |        |    |          |            |       | NA   | 07/28/2004 |      |
|                            |        |      |    |       |     | To:   | Dead End                    |                     |        |    |          |            |       |      |            |      |
| (748)                      | 0.15   | 10   | R  |       |     | From: |                             |                     |        |    |          |            |       | NA   | 07/28/2004 |      |
|                            |        |      |    |       |     | To:   | 0.15 MN Dead End            |                     |        |    |          |            |       |      |            |      |
| (748)                      | 0.15   | 40   | R  |       |     | From: |                             |                     |        |    |          |            |       | NA   | 10/24/2001 |      |
|                            |        |      |    |       |     | To:   | 58-871                      |                     |        |    |          |            |       |      |            |      |
| (749)                      | 0.30   | 20   | R  |       |     | From: |                             |                     |        |    |          |            |       | NA   | 07/22/2004 |      |
|                            |        |      |    |       |     | To:   | Dead End                    |                     |        |    |          |            |       |      |            |      |
| (750)                      | 0.32   | 480  | G  | 99%   | 0%  | 0%    | 0%                          | 0%                  | 0%     | F  | 0.103    | F          | 0.55  | 500  | G          | 2006 |
|                            |        |      |    |       |     |       | US 58 WEST                  |                     |        |    |          |            |       |      |            |      |
|                            |        |      |    |       |     |       | To:                         | WCL Clarksville     |        |    |          |            |       |      |            |      |
| <b>Town of Clarksville</b> |        |      |    |       |     |       |                             |                     |        |    |          |            |       |      |            |      |
| (750) Buffalo Rd           | 0.76   | 940  | G  | 99%   | 0%  | 0%    | 0%                          | 0%                  | 0%     | F  | 0.092    | F          | 0.569 | 970  | G          | 2006 |
|                            |        |      |    |       |     |       |                             | WCL Clarksville     |        |    |          |            |       |      |            |      |
| (750) Buffalo Rd           | 0.64   | 980  | G  | 99%   | 0%  | 0%    | 0%                          | 0%                  | 0%     | C  | 0.1      | F          | 0.521 | 1000 | G          | 2006 |
|                            |        |      |    |       |     |       |                             | 58-1125 Woodland Dr |        |    |          |            |       |      |            |      |
|                            |        |      |    |       |     |       |                             | To:                 |        |    |          |            |       |      |            |      |
|                            |        |      |    |       |     |       |                             | US 58 East          |        |    |          |            |       |      |            |      |

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| Route                      | Length | AADT | QA | 4Tire | Bus | Truck |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year       |
|----------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|------------|-------|-----|------------|
|                            |        |      |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |            |       |     |            |
| <b>Town of Clarksville</b> |        |      |    |       |     |       |        |        |        |    |          |            |       |     |            |
| (750)                      | 0.09   | 310  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 11/05/2001 |
| (750)                      | 0.09   | 80   | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 11/05/2001 |
| <b>Mecklenburg County</b>  |        |      |    |       |     |       |        |        |        |    |          |            |       |     |            |
| (751)                      | 0.90   | 940  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 07/10/2001 |
| (752)                      | 0.45   | 30   | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 07/23/2001 |
| (753)                      | 0.70   | 110  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 06/03/2004 |
| (754)                      | 1.11   | 170  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 06/01/2004 |
| (755)                      | 0.07   | 1200 | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 10/17/2001 |
| (755)                      | 0.83   | 410  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 10/17/2001 |
| (756)                      | 0.59   | 810  | G  | 98%   | 1%  | 0%    | 0%     | 0%     | 0%     | F  | 0.116    | F          | 0.619 | 850 | G 2006     |
| <b>Town of Boydton</b>     |        |      |    |       |     |       |        |        |        |    |          |            |       |     |            |
| (756) Jefferson St         | 0.37   | 890  | G  | 98%   | 1%  | 0%    | 0%     | 0%     | 0%     | C  | 0.106    | F          | 0.583 | 930 | G 2006     |
| (756) Jefferson St         | 0.29   | 600  | G  | 98%   | 1%  | 0%    | 0%     | 0%     | 0%     | F  | 0.099    | F          | 0.570 | 620 | G 2006     |
| (756) Jefferson St         | 0.12   | 200  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 08/16/2001 |
| <b>Mecklenburg County</b>  |        |      |    |       |     |       |        |        |        |    |          |            |       |     |            |
| (757)                      | 1.00   | 100  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 06/23/2004 |
| (758)                      | 1.00   | 80   | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 06/03/2004 |
| (759)                      | 1.50   | 340  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 06/01/2004 |
| (760)                      | 1.30   | 60   | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 06/03/2004 |
| (761)                      | 0.53   | 300  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 06/01/2004 |
| (761)                      | 0.97   | 180  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 06/01/2004 |
| (762)                      | 0.37   | 220  | R  |       |     |       |        |        |        |    | NA       |            | NA    |     | 08/08/2001 |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |                        |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------------|--------|------|----|-------|-----|-------|------------------------|--------|--------|----|----------|------------|-------|----|------------|
|                           |        |      |    |       |     | 2Axle | 3+Axle                 | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |                        |        |        |    |          |            |       |    |            |
| (762)                     | 1.97   | 110  | R  |       |     | From: | 58-856                 |        |        |    | NA       |            | NA    |    | 08/08/2001 |
| (762)                     | 0.93   | 140  | R  |       |     | From: | 1.97 ME 58-856         |        |        |    | NA       |            | NA    |    | 08/08/2001 |
| (762)                     |        |      |    |       |     | To:   | 58-677                 |        |        |    |          |            |       |    |            |
| (763)                     | 0.60   | 90   | R  |       |     | From: | 58-609 SOUTH           |        |        |    | NA       |            | NA    |    | 08/08/2001 |
| (763)                     | 0.79   | 160  | R  |       |     | From: | 58-875                 |        |        |    | NA       |            | NA    |    | 08/08/2001 |
| (763)                     |        |      |    |       |     | To:   | 58-609 NORTH           |        |        |    |          |            |       |    |            |
| (764)                     | 1.20   | 350  | R  |       |     | From: | SR 47                  |        |        |    | NA       |            | NA    |    | 07/30/2001 |
| (764)                     | 1.43   | 200  | R  |       |     | From: | 58-655                 |        |        |    | NA       |            | NA    |    | 07/30/2001 |
| (764)                     |        |      |    |       |     | To:   | 58-635                 |        |        |    |          |            |       |    |            |
| (765)                     | 0.60   | 230  | R  |       |     | From: | Dead End               |        |        |    | NA       |            | NA    |    | 07/30/2001 |
| (765)                     |        |      |    |       |     | To:   | 58-624                 |        |        |    |          |            |       |    |            |
| (766)                     | 0.20   | 46   | R  |       |     | From: | US 58                  |        |        |    | NA       |            | NA    |    | 06/01/2004 |
| (766)                     |        |      |    |       |     | To:   | Dead End               |        |        |    |          |            |       |    |            |
| (767)                     | 1.40   | 340  | R  |       |     | From: | 58-732                 |        |        |    | NA       |            | NA    |    | 10/29/2001 |
| (767)                     |        |      |    |       |     | To:   | 58-722                 |        |        |    |          |            |       |    |            |
| (768)                     | 0.73   | 90   | R  |       |     | From: | 58-626                 |        |        |    | NA       |            | NA    |    | 06/01/2004 |
| (768)                     |        |      |    |       |     | To:   | Dead End               |        |        |    |          |            |       |    |            |
| (769)                     | 0.60   | 250  | R  |       |     | From: | Dead End               |        |        |    | NA       |            | NA    |    | 06/01/2004 |
| (769)                     |        |      |    |       |     | To:   | 58-618                 |        |        |    |          |            |       |    |            |
| (770)                     | 0.30   | 50   | R  |       |     | From: | Dead End               |        |        |    | NA       |            | NA    |    | 06/01/2004 |
| (770)                     |        |      |    |       |     | To:   | SR 138                 |        |        |    |          |            |       |    |            |
| (771)                     | 0.70   | 150  | R  |       |     | From: | 58-712                 |        |        |    | NA       |            | NA    |    | 06/08/2004 |
| (771)                     |        |      |    |       |     | To:   | Dead End; Gap Terminus |        |        |    |          |            |       |    |            |
| (771)                     |        |      |    |       |     | From: | US 1; Gap Terminus     |        |        |    |          |            |       |    |            |
| (771)                     | 0.60   | 100  | R  |       |     | To:   | Dead End               |        |        |    | NA       |            | NA    |    | 06/08/2004 |
| (772)                     | 1.00   | 70   | R  |       |     | From: | Dead End               |        |        |    | NA       |            | NA    |    | 06/22/2004 |
| (772)                     |        |      |    |       |     | To:   | 58-703                 |        |        |    |          |            |       |    |            |
| (773)                     | 0.60   | 60   | R  |       |     | From: | 58-903                 |        |        |    | NA       |            | NA    |    | 06/03/2004 |
| (773)                     |        |      |    |       |     | To:   | Dead End               |        |        |    |          |            |       |    |            |
| (774)                     | 0.80   | 10   | R  |       |     | From: | 58-626                 |        |        |    | NA       |            | NA    |    | 06/08/2004 |
| (774)                     |        |      |    |       |     | To:   | Dead End               |        |        |    |          |            |       |    |            |
| (775)                     | 0.09   | 46   | R  |       |     | From: | US 58                  |        |        |    | NA       |            | NA    |    | 06/14/2004 |
| (775)                     |        |      |    |       |     | To:   | 0.09 MN US 58          |        |        |    |          |            |       |    |            |
| (775)                     | 0.92   | 40   | R  |       |     | From: | 58-645                 |        |        |    | NA       |            | NA    |    | 06/14/2004 |
| (776)                     | 0.80   | 70   | R  |       |     | From: | Dead End               |        |        |    | NA       |            | NA    |    | 06/08/2004 |
| (776)                     |        |      |    |       |     | To:   | 58-647                 |        |        |    |          |            |       |    |            |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |                |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------------|--------|------|----|-------|-----|-------|----------------|--------|--------|----|----------|------------|-------|----|------------|
|                           |        |      |    |       |     | 2Axle | 3+Axle         | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |                |        |        |    |          |            |       |    |            |
| (777)                     | 0.08   | 280  | R  |       |     | From: | Dead End       |        |        |    |          |            |       | NA | 08/03/2004 |
|                           |        |      |    |       |     | To:   | US 58          |        |        |    |          |            |       |    |            |
| (778)                     | 0.33   | 460  | R  |       |     | From: | 58-621         |        |        |    |          |            |       | NA | 06/01/2004 |
|                           |        |      |    |       |     | To:   | 0.33 MN 58-621 |        |        |    |          |            |       |    |            |
| (778)                     | 0.36   | 510  | R  |       |     | From: |                |        |        |    |          |            |       | NA | 06/01/2004 |
|                           |        |      |    |       |     | To:   | 0.69 MN 58-621 |        |        |    |          |            |       |    |            |
| (778)                     | 0.56   | 540  | R  |       |     | From: |                |        |        |    |          |            |       | NA | 06/01/2004 |
|                           |        |      |    |       |     | To:   | US 1           |        |        |    |          |            |       |    |            |
| (779)                     | 1.70   | 150  | R  |       |     | From: | 58-722         |        |        |    |          |            |       | NA | 07/22/2004 |
|                           |        |      |    |       |     | To:   | Dead End       |        |        |    |          |            |       |    |            |
| (780)                     | 0.53   | 170  | R  |       |     | From: | Dead End       |        |        |    |          |            |       | NA | 08/02/2004 |
|                           |        |      |    |       |     | To:   | US 1; US 58    |        |        |    |          |            |       |    |            |
| (780)                     | 0.17   | 1700 | R  |       |     | From: |                |        |        |    |          |            |       | NA | 08/02/2004 |
|                           |        |      |    |       |     | To:   | US 1           |        |        |    |          |            |       |    |            |
| (781)                     | 1.00   | 70   | R  |       |     | From: | 58-728         |        |        |    |          |            |       | NA | 07/28/2004 |
|                           |        |      |    |       |     | To:   | SR 49          |        |        |    |          |            |       |    |            |
| (782)                     | 0.70   | 60   | R  |       |     | From: | 58-660         |        |        |    |          |            |       | NA | 06/16/2004 |
|                           |        |      |    |       |     | To:   | Dead End       |        |        |    |          |            |       |    |            |
| (783)                     | 1.00   | 20   | R  |       |     | From: | Dead End       |        |        |    |          |            |       | NA | 06/21/2004 |
|                           |        |      |    |       |     | To:   | US 58 WEST     |        |        |    |          |            |       |    |            |
| (783)                     | 0.65   | 60   | R  |       |     | From: |                |        |        |    |          |            |       | NA | 06/21/2004 |
|                           |        |      |    |       |     | To:   | US 58 EAST     |        |        |    |          |            |       |    |            |
| (784)                     | 1.10   | 270  | R  |       |     | From: | 58-722         |        |        |    |          |            |       | NA | 08/02/2004 |
|                           |        |      |    |       |     | To:   | Dead End       |        |        |    |          |            |       |    |            |
| (785)                     | 0.21   | 540  | R  |       |     | From: | SR 49          |        |        |    |          |            |       | NA | 08/14/2001 |
|                           |        |      |    |       |     | To:   | 58-720         |        |        |    |          |            |       |    |            |
| (785)                     | 0.29   | 250  | R  |       |     | From: |                |        |        |    |          |            |       | NA | 08/14/2001 |
|                           |        |      |    |       |     | To:   | Dead End       |        |        |    |          |            |       |    |            |
| (786)                     | 0.50   | 80   | R  |       |     | From: | Dead End       |        |        |    |          |            |       | NA | 06/14/2004 |
|                           |        |      |    |       |     | To:   | US 58          |        |        |    |          |            |       |    |            |
| (787)                     | 0.35   | 20   | R  |       |     | From: | 58-634         |        |        |    |          |            |       | NA | 06/16/2004 |
|                           |        |      |    |       |     | To:   | Dead End       |        |        |    |          |            |       |    |            |
| (788)                     | 0.90   | 200  | R  |       |     | From: | Dead End       |        |        |    |          |            |       | NA | 06/08/2004 |
|                           |        |      |    |       |     | To:   | 58-619         |        |        |    |          |            |       |    |            |
| (789)                     | 1.40   | 160  | R  |       |     | From: | 58-602         |        |        |    |          |            |       | NA | 08/02/2004 |
|                           |        |      |    |       |     | To:   | 58-601         |        |        |    |          |            |       |    |            |
| (790)                     | 0.30   | 20   | R  |       |     | From: | 58-683         |        |        |    |          |            |       | NA | 07/06/2004 |
|                           |        |      |    |       |     | To:   | Dead End       |        |        |    |          |            |       |    |            |
| (791)                     | 0.60   | 100  | R  |       |     | From: | 58-640         |        |        |    |          |            |       | NA | 07/19/2004 |
|                           |        |      |    |       |     | To:   | Dead End       |        |        |    |          |            |       |    |            |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck               |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------------|--------|------|----|-------|-----|---------------------|--------|--------|--------|----|----------|------------|-------|----|------------|
|                           |        |      |    |       |     | 2Axle               | 3+Axle | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Mecklenburg County</b> |        |      |    |       |     |                     |        |        |        |    |          |            |       |    |            |
| (792)                     | 0.60   | 20   | R  |       |     | From: Dead End      |        |        |        |    | NA       |            | NA    |    | 07/19/2004 |
|                           |        |      |    |       |     | To: 58-695          |        |        |        |    |          |            |       |    |            |
| (793)                     | 0.60   | 70   | R  |       |     | From: 58-697        |        |        |        |    | NA       |            | NA    |    | 06/29/2004 |
|                           |        |      |    |       |     | To: Dead End        |        |        |        |    |          |            |       |    |            |
| (794)                     | 0.70   | 40   | R  |       |     | From: Dead End      |        |        |        |    | NA       |            | NA    |    | 06/03/2004 |
|                           |        |      |    |       |     | To: SR 47           |        |        |        |    |          |            |       |    |            |
| (795)                     | 1.26   | 160  | R  |       |     | From: US 58; 58-675 |        |        |        |    | NA       |            | NA    |    | 10/09/2001 |
|                           |        |      |    |       |     | To: Dead End        |        |        |        |    |          |            |       |    |            |
| (796)                     | 0.30   | 240  | R  |       |     | From: 58-821        |        |        |        |    | NA       |            | NA    |    | 08/02/2004 |
|                           |        |      |    |       |     | To: Dead End        |        |        |        |    |          |            |       |    |            |
| (797)                     | 0.80   | 80   | R  |       |     | From: SR 92         |        |        |        |    | NA       |            | NA    |    | 06/29/2004 |
|                           |        |      |    |       |     | To: Dead End        |        |        |        |    |          |            |       |    |            |
| (798)                     | 0.50   | 70   | R  |       |     | From: 58-688        |        |        |        |    | NA       |            | NA    |    | 07/19/2004 |
|                           |        |      |    |       |     | To: Dead End        |        |        |        |    |          |            |       |    |            |
| (799)                     | 0.10   | 45   | R  |       |     | From: 58-664        |        |        |        |    | NA       |            | NA    |    | 06/14/2004 |
|                           |        |      |    |       |     | To: Dead End        |        |        |        |    |          |            |       |    |            |
| (800)                     | 0.70   | 40   | R  |       |     | From: Dead End      |        |        |        |    | NA       |            | NA    |    | 07/22/2004 |
|                           |        |      |    |       |     | To: 58-734          |        |        |        |    |          |            |       |    |            |
| (801)                     | 0.25   | 10   | R  |       |     | From: 58-698        |        |        |        |    | NA       |            | NA    |    | 07/19/2004 |
|                           |        |      |    |       |     | To: Dead End        |        |        |        |    |          |            |       |    |            |
| (802)                     | 0.43   | 140  | R  |       |     | From: 58-684        |        |        |        |    | NA       |            | NA    |    | 07/06/2004 |
|                           |        |      |    |       |     | To: Dead End        |        |        |        |    |          |            |       |    |            |
| (803)                     | 0.80   | 120  | R  |       |     | From: 58-722        |        |        |        |    | NA       |            | NA    |    | 10/29/2001 |
|                           |        |      |    |       |     | To: Dead End        |        |        |        |    |          |            |       |    |            |
| (804)                     | 0.60   | 90   | R  |       |     | From: US 15 SOUTH   |        |        |        |    | NA       |            | NA    |    | 09/24/2001 |
|                           |        |      |    |       |     | To: 58-846          |        |        |        |    |          |            |       |    |            |
| (804)                     | 0.40   | 470  | R  |       |     | From: US 15 NORTH   |        |        |        |    | NA       |            | NA    |    | 09/24/2001 |
|                           |        |      |    |       |     | To: 58-846          |        |        |        |    |          |            |       |    |            |
| (805)                     | 2.05   | 270  | R  |       |     | From: SR 49         |        |        |        |    | NA       |            | NA    |    | 08/14/2001 |
|                           |        |      |    |       |     | To: 58-600          |        |        |        |    |          |            |       |    |            |
| (806)                     | 0.39   | 360  | R  |       |     | From: Dead End      |        |        |        |    | NA       |            | NA    |    | 10/17/2001 |
|                           |        |      |    |       |     | To: 58-876          |        |        |        |    |          |            |       |    |            |
| (806)                     | 0.17   | 390  | R  |       |     | From: 58-755        |        |        |        |    | NA       |            | NA    |    | 10/17/2001 |
|                           |        |      |    |       |     | To: 58-755          |        |        |        |    |          |            |       |    |            |
| (807)                     | 0.50   | 30   | R  |       |     | From: 58-664        |        |        |        |    | NA       |            | NA    |    | 06/14/2004 |
|                           |        |      |    |       |     | To: Dead End        |        |        |        |    |          |            |       |    |            |
| (808)                     | 0.24   | 20   | R  |       |     | From: Dead End      |        |        |        |    | NA       |            | NA    |    | 06/01/2004 |
|                           |        |      |    |       |     | To: 58-626          |        |        |        |    |          |            |       |    |            |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck                           |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------------|--------|------|----|-------|-----|---------------------------------|--------|--------|--------|----|----------|------------|-------|----|------------|
|                           |        |      |    |       |     | 2Axle                           | 3+Axle | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Mecklenburg County</b> |        |      |    |       |     |                                 |        |        |        |    |          |            |       |    |            |
| (809)                     | 0.40   | 47   | R  |       |     | From: 58-630                    |        |        |        |    | NA       |            | NA    |    | 06/16/2004 |
|                           |        |      |    |       |     | To: Dead End                    |        |        |        |    |          |            |       |    |            |
| (810)                     | 0.52   | 30   | R  |       |     | From: 58-627                    |        |        |        |    | NA       |            | NA    |    | 06/08/2004 |
|                           |        |      |    |       |     | To: Dead End                    |        |        |        |    |          |            |       |    |            |
| (811)                     | 1.32   | 210  | R  |       |     | From: 58-728                    |        |        |        |    | NA       |            | NA    |    | 10/22/2001 |
|                           |        |      |    |       |     | To: 58-723                      |        |        |        |    |          |            |       |    |            |
| (812)                     | 0.50   | 60   | R  |       |     | From: Dead End                  |        |        |        |    | NA       |            | NA    |    | 06/14/2004 |
|                           |        |      |    |       |     | To: 58-637                      |        |        |        |    |          |            |       |    |            |
| (813)                     | 0.50   | 70   | R  |       |     | From: Dead End                  |        |        |        |    | NA       |            | NA    |    | 08/02/2004 |
|                           |        |      |    |       |     | To: 58-722                      |        |        |        |    |          |            |       |    |            |
| (814)                     | 0.60   | 30   | R  |       |     | From: 58-725                    |        |        |        |    | NA       |            | NA    |    | 07/28/2004 |
|                           |        |      |    |       |     | To: Dead End                    |        |        |        |    |          |            |       |    |            |
| (815)                     | 0.65   | 230  | R  |       |     | From: Dead End                  |        |        |        |    | NA       |            | NA    |    | 11/01/2001 |
|                           |        |      |    |       |     | To: US 58                       |        |        |        |    |          |            |       |    |            |
| (816)                     | 0.60   | 40   | R  |       |     | From: Dead End                  |        |        |        |    | NA       |            | NA    |    | 06/29/2004 |
|                           |        |      |    |       |     | To: 58-688                      |        |        |        |    |          |            |       |    |            |
| (817)                     | 0.26   | 90   | R  |       |     | From: Dead End                  |        |        |        |    | NA       |            | NA    |    | 07/06/2004 |
|                           |        |      |    |       |     | To: 58-600                      |        |        |        |    |          |            |       |    |            |
| (818)                     | 0.75   | 50   | R  |       |     | From: 58-710                    |        |        |        |    | NA       |            | NA    |    | 06/16/2004 |
|                           |        |      |    |       |     | To: Dead End                    |        |        |        |    |          |            |       |    |            |
| (819)                     | 1.60   | 170  | R  |       |     | From: 1.20 MW 58-820            |        |        |        |    | NA       |            | NA    |    | 10/15/2001 |
|                           |        |      |    |       |     | To: 0.40 ME 58-820              |        |        |        |    |          |            |       |    |            |
| (820)                     | 0.88   | 210  | R  |       |     | From: North Carolina State Line |        |        |        |    | NA       |            | NA    |    | 10/15/2001 |
|                           |        |      |    |       |     | To: 58-819                      |        |        |        |    |          |            |       |    |            |
| (821)                     | 1.30   | 790  | R  |       |     | From: Dead End                  |        |        |        |    | NA       |            | NA    |    | 10/29/2001 |
|                           |        |      |    |       |     | To: 58-796                      |        |        |        |    |          |            |       |    |            |
| (821)                     | 0.90   | 1400 | R  |       |     | From: 58-796                    |        |        |        |    | NA       |            | NA    |    | 10/29/2001 |
|                           |        |      |    |       |     | To: 58-722                      |        |        |        |    |          |            |       |    |            |
| (821)                     | 0.52   | 770  | R  |       |     | From: Dead End                  |        |        |        |    | NA       |            | NA    |    | 10/29/2001 |
|                           |        |      |    |       |     | To: Dead End                    |        |        |        |    |          |            |       |    |            |
| (822)                     | 0.80   | 270  | R  |       |     | From: North Carolina State Line |        |        |        |    | NA       |            | NA    |    | 09/24/2001 |
|                           |        |      |    |       |     | To: 58-721                      |        |        |        |    |          |            |       |    |            |
| (822)                     | 1.00   | 70   | R  |       |     | From: 58-721                    |        |        |        |    | NA       |            | NA    |    | 09/24/2001 |
|                           |        |      |    |       |     | To: Dead End                    |        |        |        |    |          |            |       |    |            |
| (823)                     | 2.15   | 60   | R  |       |     | From: Dead End                  |        |        |        |    | NA       |            | NA    |    | 06/22/2004 |
|                           |        |      |    |       |     | To: 58-705                      |        |        |        |    |          |            |       |    |            |
| (824)                     | 0.70   | 40   | R  |       |     | From: Dead End                  |        |        |        |    | NA       |            | NA    |    | 06/22/2004 |
|                           |        |      |    |       |     | To: 58-707                      |        |        |        |    |          |            |       |    |            |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year |            |
|---------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|------------|-------|-----|------|------------|
|                           |        |      |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |            |       |     |      |            |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |        |        |        |    |          |            |       |     |      |            |
| (825)                     | 2.07   | 480  | G  | 93%   | 2%  | 2%    | 0%     | 4%     | 0%     | C  | 0.1      | F          | 0.511 | 500 | G    | 2006       |
| (825)                     | 1.06   | 170  | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 10/15/2001 |
| (826)                     | 2.70   | 60   | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 10/15/2001 |
| (826)                     | 1.30   | 150  | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 10/15/2001 |
| (827)                     | 1.00   | 170  | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 10/15/2001 |
| (828)                     | 0.30   | 50   | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 06/22/2004 |
| (829)                     | 0.95   | 80   | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 07/22/2004 |
| (830)                     | 0.58   | 30   | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 06/03/2004 |
| (831)                     | 1.50   | 30   | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 06/29/2004 |
| (832)                     | 0.50   | 40   | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 06/22/2004 |
| (833)                     | 0.75   | 70   | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 06/03/2004 |
| (834)                     | 0.50   | 60   | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 06/03/2004 |
| (835)                     | 1.50   | 120  | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 10/15/2001 |
| (836)                     | 0.20   | 10   | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 07/28/2004 |
| (837)                     | 0.40   | 49   | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 06/03/2004 |
| (838)                     | 0.35   | 60   | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 06/08/2004 |
| (839)                     | 0.70   | 30   | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 06/14/2004 |
| (840)                     | 0.40   | 70   | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 07/06/2004 |
| (840)                     | 0.13   | 70   | R  |       |     |       |        |        |        |    |          |            | NA    |     | NA   | 07/06/2004 |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |                 |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------------|--------|------|----|-------|-----|-------|-----------------|--------|--------|----|----------|------------|-------|----|------------|
|                           |        |      |    |       |     | 2Axle | 3+Axle          | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |                 |        |        |    |          |            |       |    |            |
| (841)                     | 1.30   | 110  | R  |       |     | From: | 58-677 NORTH    |        |        |    |          |            |       | NA | 07/19/2004 |
|                           |        |      |    |       |     | To:   | 58-677 SOUTH    |        |        |    |          |            |       |    |            |
| (842)                     | 0.35   | 40   | R  |       |     | From: | Dead End        |        |        |    |          |            |       | NA | 08/02/2004 |
|                           |        |      |    |       |     | To:   | 58-713          |        |        |    |          |            |       |    |            |
| (843)                     | 0.32   | 20   | R  |       |     | From: | Dead End        |        |        |    |          |            |       | NA | 06/03/2004 |
|                           |        |      |    |       |     | To:   | SR 47           |        |        |    |          |            |       |    |            |
| (844)                     | 0.30   | 40   | R  |       |     | From: | 58-649          |        |        |    |          |            |       | NA | 06/01/2004 |
|                           |        |      |    |       |     | To:   | Dead End        |        |        |    |          |            |       |    |            |
| (845)                     | 0.69   | 50   | R  |       |     | From: | 58-864          |        |        |    |          |            |       | NA | 06/29/2004 |
|                           |        |      |    |       |     | To:   | 58-698          |        |        |    |          |            |       |    |            |
| (846)                     | 0.50   | 80   | R  |       |     | From: | 58-804          |        |        |    |          |            |       | NA | 07/28/2004 |
|                           |        |      |    |       |     | To:   | Dead End        |        |        |    |          |            |       |    |            |
| (847)                     | 0.55   | 80   | R  |       |     | From: | 58-619          |        |        |    |          |            |       | NA | 06/08/2004 |
|                           |        |      |    |       |     | To:   | Dead End        |        |        |    |          |            |       |    |            |
| (848)                     | 1.00   | 30   | R  |       |     | From: | 58-677          |        |        |    |          |            |       | NA | 06/22/2004 |
|                           |        |      |    |       |     | To:   | 58-693          |        |        |    |          |            |       |    |            |
| (848)                     | 0.15   | 40   | R  |       |     | From: | Dead End        |        |        |    |          |            |       | NA | 06/22/2004 |
|                           |        |      |    |       |     | To:   |                 |        |        |    |          |            |       |    |            |
| (849)                     | 0.25   | 30   | R  |       |     | From: | 58-712          |        |        |    |          |            |       | NA | 06/08/2004 |
|                           |        |      |    |       |     | To:   | Dead End        |        |        |    |          |            |       |    |            |
| (850)                     | 0.28   | 30   | R  |       |     | From: | SWCL South Hill |        |        |    |          |            |       | NA | 08/02/2004 |
|                           |        |      |    |       |     | To:   | Dead End        |        |        |    |          |            |       |    |            |
| (851)                     | 0.60   | 60   | R  |       |     | From: | SR 49           |        |        |    |          |            |       | NA | 07/22/2004 |
|                           |        |      |    |       |     | To:   | Dead End        |        |        |    |          |            |       |    |            |
| (852)                     | 0.30   | 40   | R  |       |     | From: | SR 49 SOUTH     |        |        |    |          |            |       | NA | 08/06/2001 |
|                           |        |      |    |       |     | To:   | SR 49 NORTH     |        |        |    |          |            |       |    |            |
| (853)                     | 0.70   | 70   | R  |       |     | From: | 58-616          |        |        |    |          |            |       | NA | 06/16/2004 |
|                           |        |      |    |       |     | To:   | Dead End        |        |        |    |          |            |       |    |            |
| (854)                     | 0.40   | 70   | R  |       |     | From: | Dead End        |        |        |    |          |            |       | NA | 06/14/2004 |
|                           |        |      |    |       |     | To:   | 58-655          |        |        |    |          |            |       |    |            |
| (855)                     | 1.02   | 50   | R  |       |     | From: | 58-621          |        |        |    |          |            |       | NA | 06/01/2004 |
|                           |        |      |    |       |     | To:   | Dead End        |        |        |    |          |            |       |    |            |
| (856)                     | 0.40   | 47   | R  |       |     | From: | 58-762          |        |        |    |          |            |       | NA | 08/02/2004 |
|                           |        |      |    |       |     | To:   | Dead End        |        |        |    |          |            |       |    |            |
| (857)                     | 1.09   | 210  | R  |       |     | From: | US 15 EAST      |        |        |    |          |            |       | NA | 10/09/2001 |
|                           |        |      |    |       |     | To:   | US 15 WEST      |        |        |    |          |            |       |    |            |
| (858)                     | 1.10   | 60   | R  |       |     | From: | US 15 EAST      |        |        |    |          |            |       | NA | 08/08/2001 |
|                           |        |      |    |       |     | To:   | US 15 WEST      |        |        |    |          |            |       |    |            |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck                |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------------|--------|------|----|-------|-----|----------------------|--------|--------|--------|----|----------|------------|-------|----|------------|
|                           |        |      |    |       |     | 2Axle                | 3+Axle | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Mecklenburg County</b> |        |      |    |       |     |                      |        |        |        |    |          |            |       |    |            |
| (859)                     | 0.89   | 49   | R  |       |     | From: US 15 EAST     |        |        |        |    | NA       |            | NA    |    | 08/08/2001 |
|                           |        |      |    |       |     | To: US 15 WEST       |        |        |        |    |          |            |       |    |            |
| (860)                     | 0.50   | 20   | R  |       |     | From: 58-903         |        |        |        |    | NA       |            | NA    |    | 06/03/2004 |
|                           |        |      |    |       |     | To: Dead End         |        |        |        |    |          |            |       |    |            |
| (861)                     | 0.40   | 70   | R  |       |     | From: 58-652         |        |        |        |    | NA       |            | NA    |    | 07/16/2001 |
|                           |        |      |    |       |     | To: Dead End         |        |        |        |    |          |            |       |    |            |
| (862)                     | 0.30   | 260  | R  |       |     | From: US 15          |        |        |        |    | NA       |            | NA    |    | 10/09/2001 |
|                           |        |      |    |       |     | To: Dead End         |        |        |        |    |          |            |       |    |            |
| (863)                     | 0.45   | 40   | R  |       |     | From: 58-701 WEST    |        |        |        |    | NA       |            | NA    |    | 10/09/2001 |
|                           |        |      |    |       |     | To: 58-701 EAST      |        |        |        |    |          |            |       |    |            |
| (864)                     | 0.25   | 20   | R  |       |     | From: Dead End       |        |        |        |    | NA       |            | NA    |    | 06/29/2004 |
|                           |        |      |    |       |     | To: 58-845           |        |        |        |    |          |            |       |    |            |
| (865)                     | 0.65   | 100  | R  |       |     | From: Dead End       |        |        |        |    | NA       |            | NA    |    | 06/01/2004 |
|                           |        |      |    |       |     | To: 58-650           |        |        |        |    |          |            |       |    |            |
| (866)                     | 0.24   | 130  | R  |       |     | From: SR 49 WEST     |        |        |        |    | NA       |            | NA    |    | 10/22/2001 |
|                           |        |      |    |       |     | To: SR 49 EAST       |        |        |        |    |          |            |       |    |            |
| (867)                     | 0.23   | 110  | R  |       |     | From: SR 49          |        |        |        |    | NA       |            | NA    |    | 10/22/2001 |
|                           |        |      |    |       |     | To: 58-735           |        |        |        |    |          |            |       |    |            |
| (867)                     | 0.14   | 150  | R  |       |     | From: 58-728         |        |        |        |    | NA       |            | NA    |    | 10/22/2001 |
|                           |        |      |    |       |     | To: 58-728           |        |        |        |    |          |            |       |    |            |
| (868)                     | 0.60   | 30   | R  |       |     | From: 58-654         |        |        |        |    | NA       |            | NA    |    | 06/03/2004 |
|                           |        |      |    |       |     | To: Dead End         |        |        |        |    |          |            |       |    |            |
| (869)                     | 0.70   | 80   | R  |       |     | From: 58-722         |        |        |        |    | NA       |            | NA    |    | 07/22/2004 |
|                           |        |      |    |       |     | To: Dead End         |        |        |        |    |          |            |       |    |            |
| (870)                     | 0.25   | 50   | R  |       |     | From: 58-859         |        |        |        |    | NA       |            | NA    |    | 07/19/2004 |
|                           |        |      |    |       |     | To: Dead End         |        |        |        |    |          |            |       |    |            |
| (871)                     | 0.80   | 230  | R  |       |     | From: SR 49          |        |        |        |    | NA       |            | NA    |    | 10/24/2001 |
|                           |        |      |    |       |     | To: 58-727           |        |        |        |    |          |            |       |    |            |
| (871)                     | 0.66   | 590  | R  |       |     | From: US 58          |        |        |        |    | NA       |            | NA    |    | 10/24/2001 |
|                           |        |      |    |       |     | To: US 58            |        |        |        |    |          |            |       |    |            |
| (872)                     | 0.30   | 20   | R  |       |     | From: Dead End       |        |        |        |    | NA       |            | NA    |    | 06/03/2004 |
|                           |        |      |    |       |     | To: 58-669           |        |        |        |    |          |            |       |    |            |
| (873)                     | 1.33   | 120  | R  |       |     | From: SR 138         |        |        |        |    | NA       |            | NA    |    | 06/01/2004 |
|                           |        |      |    |       |     | To: 58-761           |        |        |        |    |          |            |       |    |            |
| (874)                     | 0.32   | 140  | R  |       |     | From: Dead End       |        |        |        |    | NA       |            | NA    |    | 08/14/2001 |
|                           |        |      |    |       |     | To: SR 47            |        |        |        |    |          |            |       |    |            |
| (875)                     | 0.25   | 60   | R  |       |     | From: Dead End       |        |        |        |    | NA       |            | NA    |    | 07/19/2004 |
|                           |        |      |    |       |     | To: 0.25 MS Dead End |        |        |        |    |          |            |       |    |            |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |                          |        |        | QC | K Factor | Dir Factor | AAWDT | QW   | Year       |      |
|---------------------------|--------|------|----|-------|-----|-------|--------------------------|--------|--------|----|----------|------------|-------|------|------------|------|
|                           |        |      |    |       |     | 2Axle | 3+Axle                   | 1Trail | 2Trail |    |          |            |       |      |            |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |                          |        |        |    |          |            |       |      |            |      |
| (875)                     | 0.05   | 100  | R  |       |     | From: | 0.25 MS Dead End         |        |        |    |          |            | NA    | NA   | 07/19/2004 |      |
|                           |        |      |    |       |     | To:   | 58-763                   |        |        |    |          |            |       |      |            |      |
| (876)                     | 0.05   | 30   | R  |       |     | From: | 58-806                   |        |        |    |          |            | NA    | NA   | 10/17/2001 |      |
|                           |        |      |    |       |     | To:   | Dead End                 |        |        |    |          |            |       |      |            |      |
| (877)                     | 0.27   | 40   | R  |       |     | From: | 58-689 SOUTH             |        |        |    |          |            | NA    | NA   | 06/29/2004 |      |
|                           |        |      |    |       |     | To:   | 58-689 NORTH             |        |        |    |          |            |       |      |            |      |
| (878)                     | 0.55   | 70   | R  |       |     | From: | Dead End                 |        |        |    |          |            | NA    | NA   | 07/22/2004 |      |
|                           |        |      |    |       |     | To:   | US 58; 58-722            |        |        |    |          |            |       |      |            |      |
| (879)                     | 0.41   | 30   | R  |       |     | From: | 58-739                   |        |        |    |          |            | NA    | NA   | 07/16/2001 |      |
|                           |        |      |    |       |     | To:   | 58-637                   |        |        |    |          |            |       |      |            |      |
| (880)                     | 0.20   | 70   | R  |       |     | From: | 58-660                   |        |        |    |          |            | NA    | NA   | 08/06/2001 |      |
|                           |        |      |    |       |     | To:   | Dead End                 |        |        |    |          |            |       |      |            |      |
| (881)                     | 0.55   | 60   | R  |       |     | From: | Dead End                 |        |        |    |          |            | NA    | NA   | 06/23/2004 |      |
|                           |        |      |    |       |     | To:   | 58-660                   |        |        |    |          |            |       |      |            |      |
| (882)                     | 0.57   | NA   |    |       |     | From: | US 58                    |        |        |    |          |            | NA    | NA   |            |      |
|                           |        |      |    |       |     | To:   | Cul-de-Sac               |        |        |    |          |            |       |      |            |      |
| (883)                     | 0.33   | NA   |    |       |     | From: | SR-00386(U)/US-00058(B)/ |        |        |    |          |            | NA    | NA   |            |      |
|                           |        |      |    |       |     | To:   | Cul-de-Sac               |        |        |    |          |            |       |      |            |      |
| (884)                     | 0.63   | 170  | G  | 99%   | 1%  | 0%    | 0%                       | 0%     | 0%     | C  | 0.152    | F          | 0.6   | 170  | G          | 2006 |
|                           |        |      |    |       |     | To:   | 58-651 Plank Rd          |        |        |    |          |            |       |      |            |      |
| (885)                     | 0.48   | NA   |    |       |     | From: | Cul-de-Sac               |        |        |    |          |            | NA    | NA   |            |      |
|                           |        |      |    |       |     | To:   | US 58                    |        |        |    |          |            |       |      |            |      |
| (890)                     | 0.80   | 220  | R  |       |     | From: | Dead End                 |        |        |    |          |            | NA    | NA   | 07/28/2004 |      |
|                           |        |      |    |       |     | To:   | 58-642                   |        |        |    |          |            |       |      |            |      |
| (899)                     | 0.08   | NA   |    |       |     | From: | Dead End                 |        |        |    |          |            | NA    | NA   |            |      |
|                           |        |      |    |       |     | To:   | SR 47                    |        |        |    |          |            |       |      |            |      |
| (903)                     | 0.95   | 1600 | G  | 95%   | 1%  | 1%    | 1%                       | 1%     | 0%     | C  | 0.091    | F          | 0.546 | 1700 | G          | 2006 |
|                           |        |      |    |       |     | To:   | 58-626                   |        |        |    |          |            |       |      |            |      |
| (903)                     | 3.53   | 2400 | G  | 95%   | 1%  | 1%    | 1%                       | 1%     | 0%     | F  | 0.101    | F          | 0.705 | 2500 | G          | 2006 |
|                           |        |      |    |       |     | To:   | 58-614                   |        |        |    |          |            |       |      |            |      |
| (903)                     | 0.76   | 2800 | G  | 95%   | 1%  | 1%    | 1%                       | 1%     | 0%     | F  | 0.101    | F          | 0.780 | 2900 | G          | 2006 |
|                           |        |      |    |       |     | To:   | 58-618                   |        |        |    |          |            |       |      |            |      |
| (903)                     | 1.46   | 2800 | G  | 95%   | 1%  | 1%    | 1%                       | 1%     | 0%     | F  | 0.098    | F          | 0.767 | 2900 | G          | 2006 |
|                           |        |      |    |       |     | To:   | 58-619; 58-751           |        |        |    |          |            |       |      |            |      |
| (903)                     | 0.93   | 4300 | G  | 97%   | 0%  | 1%    | 1%                       | 1%     | 0%     | C  | 0.091    | F          | 0.59  | 4400 | G          | 2006 |
|                           |        |      |    |       |     | To:   | I-85                     |        |        |    |          |            |       |      |            |      |
| (903)                     | 2.94   | 840  | G  | 97%   | 0%  | 1%    | 1%                       | 1%     | 0%     | F  | 0.103    | F          | 0.565 | 870  | G          | 2006 |
|                           |        |      |    |       |     | To:   | 58-615                   |        |        |    |          |            |       |      |            |      |
| (903)                     | 4.10   | 550  | G  | 97%   | 0%  | 1%    | 1%                       | 1%     | 0%     | F  | 0.117    | F          | 0.623 | 570  | G          | 2006 |
|                           |        |      |    |       |     | To:   | 58-650                   |        |        |    |          |            |       |      |            |      |

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| Route                      | Length | AADT | QA | 4Tire | Bus | Truck |                           |        |        | QC | K Factor | Dir Factor | AAWDT | QW   | Year |            |
|----------------------------|--------|------|----|-------|-----|-------|---------------------------|--------|--------|----|----------|------------|-------|------|------|------------|
|                            |        |      |    |       |     | 2Axle | 3+Axle                    | 1Trail | 2Trail |    |          |            |       |      |      |            |
| <b>Mecklenburg County</b>  |        |      |    |       |     |       |                           |        |        |    |          |            |       |      |      |            |
| (903)                      | 3.25   | 1500 | G  | 97%   | 0%  | 1%    | 1%                        | 1%     | 0%     | F  | 0.102    | F          | 0.578 | 1500 | G    | 2006       |
|                            |        |      |    |       |     | From: | 58-650                    |        |        |    |          |            |       |      |      |            |
|                            |        |      |    |       |     | To:   | SCL South Hill            |        |        |    |          |            |       |      |      |            |
| (1000)                     | 0.34   | NA   |    |       |     | From: | NCL South Hill            |        |        |    |          | NA         |       |      |      |            |
|                            |        |      |    |       |     | To:   | Dead End                  |        |        |    |          |            |       |      |      |            |
| (1010)                     | 0.52   | NA   |    |       |     | From: | US 58; 58-644             |        |        |    |          | NA         |       |      |      |            |
|                            |        |      |    |       |     | To:   | Cul-de-Sac                |        |        |    |          |            |       |      |      |            |
| (1029)                     | 0.29   | 420  | R  |       |     | From: | SR 49                     |        |        |    |          | NA         |       |      | NA   | 08/06/2001 |
|                            |        |      |    |       |     | To:   | WCL Chase City            |        |        |    |          |            |       |      |      |            |
| <b>Town of Clarksville</b> |        |      |    |       |     |       |                           |        |        |    |          |            |       |      |      |            |
| (1101) Russell St          | 0.23   | 290  | G  | 96%   | 1%  | 2%    | 0%                        | 0%     | 0%     | C  | 0.1      | F          | 0.679 | 300  | G    | 2006       |
|                            |        |      |    |       |     | From: | US 58                     |        |        |    |          |            |       |      |      |            |
|                            |        |      |    |       |     | To:   | 58-750 Buffalo Rd         |        |        |    |          |            |       |      |      |            |
| (1102) 5th Street          | 0.35   | 160  | R  |       |     | From: | 58-1109 East St           |        |        |    |          | NA         |       |      | NA   | 11/05/2001 |
|                            |        |      |    |       |     | To:   | US 58                     |        |        |    |          |            |       |      |      |            |
| (1102) 5th Street          | 0.17   | 180  | R  |       |     | From: | 58-1108 Rose Hill Ave     |        |        |    |          | NA         |       |      | NA   | 11/05/2001 |
|                            |        |      |    |       |     | To:   | 58-1108 Rose Hill Ave     |        |        |    |          |            |       |      |      |            |
| (1103)                     | 0.20   | 150  | R  |       |     | From: | 58-1124                   |        |        |    |          | NA         |       |      | NA   | 11/05/2001 |
|                            |        |      |    |       |     | To:   | 58-1107                   |        |        |    |          |            |       |      |      |            |
| (1104) Market St           | 0.10   | 470  | R  |       |     | From: | 58-1102 5th St            |        |        |    |          | NA         |       |      | NA   | 11/05/2001 |
|                            |        |      |    |       |     | To:   | 58-1105 4th St            |        |        |    |          |            |       |      |      |            |
| (1104) Market St           | 0.26   | 180  | G  | 97%   | 0%  | 2%    | 0%                        | 1%     | 0%     | C  | 0.136    | F          | 0.609 | 190  | G    | 2006       |
|                            |        |      |    |       |     | To:   | US 58; 2nd St             |        |        |    |          |            |       |      |      |            |
| (1105) 4th Street          | 0.19   | 120  | R  |       |     | From: | Dead End                  |        |        |    |          | NA         |       |      | NA   | 11/05/2001 |
|                            |        |      |    |       |     | To:   | 58-1109 East St           |        |        |    |          |            |       |      |      |            |
| (1105) 4th Street          | 0.28   | 520  | G  | 95%   | 1%  | 2%    | 1%                        | 2%     | 0%     | C  | 0.115    | F          | 0.574 | 540  | G    | 2006       |
|                            |        |      |    |       |     | From: | 58-1104 Market St         |        |        |    |          |            |       |      |      |            |
| (1105) 4th Street          | 0.08   | 810  | G  | 95%   | 1%  | 2%    | 1%                        | 2%     | 0%     | F  | 0.117    | F          | 0.651 | 840  | G    | 2006       |
|                            |        |      |    |       |     | To:   | US 58                     |        |        |    |          |            |       |      |      |            |
| (1105) 4th Street          | 0.25   | 1700 | R  |       |     | From: | US 58                     |        |        |    |          | NA         |       |      | NA   | 11/05/2001 |
|                            |        |      |    |       |     | To:   | 58-1108 Rose Hill Ave     |        |        |    |          |            |       |      |      |            |
| (1105) 4th Street          | 0.09   | 130  | R  |       |     | From: | 58-1108 Rose Hill Ave     |        |        |    |          | NA         |       |      | NA   | 11/05/2001 |
|                            |        |      |    |       |     | To:   | 58-1110 Dan Circle        |        |        |    |          |            |       |      |      |            |
| (1106) 3rd Street          | 0.09   | 30   | R  |       |     | From: | 58-1109 East St           |        |        |    |          | NA         |       |      | NA   | 11/05/2001 |
|                            |        |      |    |       |     | To:   | Commerce St; Gap Terminus |        |        |    |          |            |       |      |      |            |
| (1106) 3rd Street          | 0.18   | 200  | R  |       |     | From: | US 58; Gap Terminus       |        |        |    |          | NA         |       |      | NA   | 11/05/2001 |
|                            |        |      |    |       |     | To:   | 58-1108 Rose Hill Ave     |        |        |    |          |            |       |      |      |            |
| (1107) 7th Street          | 0.09   | 170  | R  |       |     | From: | 58-1123 Commerce St       |        |        |    |          | NA         |       |      | NA   | 11/05/2001 |
|                            |        |      |    |       |     | To:   | 58-1117 Carolina St       |        |        |    |          |            |       |      |      |            |
| (1107) 7th Street          | 0.18   | 250  | G  | 98%   | 1%  | 1%    | 0%                        | 0%     | 0%     | C  | 0.112    | F          | 0.542 | 260  | G    | 2006       |
|                            |        |      |    |       |     | To:   | US 58                     |        |        |    |          |            |       |      |      |            |
| (1108) Rose Hill Ave       | 0.19   | 590  | G  | 99%   | 0%  | 0%    | 0%                        | 0%     | 0%     | C  | 0.125    | F          | 0.52  | 610  | G    | 2006       |
|                            |        |      |    |       |     | From: | 58-750                    |        |        |    |          |            |       |      |      |            |
|                            |        |      |    |       |     | To:   | 58-1122 6th St            |        |        |    |          |            |       |      |      |            |

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| Route                      | Length | AADT | QA                        | 4Tire   | Bus     | Truck |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|----------------------------|--------|------|---------------------------|---------|---------|-------|--------|--------|--------|----|----------|------------|-------|----|------------|
|                            |        |      |                           |         |         | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Town of Clarksville</b> |        |      |                           |         |         |       |        |        |        |    |          |            |       |    |            |
| (1108) Rose Hill Ave       | 0.12   | 610  | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 11/05/2001 |
| (1108) Rose Hill Ave       | 0.32   | 60   | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 11/05/2001 |
| (1109) East St             | 0.17   | 180  | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 11/05/2001 |
| (1110) Dan Circle          | 0.19   | 30   | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 11/05/2001 |
| (1111) Forest Hill St      | 0.82   | 180  | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 11/05/2001 |
| (1112) Carol Ave           | 0.08   | 80   | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 10/04/2001 |
| (1113) Mecklenburg Blvd    | 0.08   | 60   | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 10/04/2001 |
| (1113) Mecklenburg Blvd    | 0.13   | 60   | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 10/04/2001 |
| (1114)                     | 0.08   | 150  | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 10/04/2001 |
| (1115) Chandler St         | 0.09   | 160  | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 10/04/2001 |
| (1116) Adams St            | 0.09   | 170  | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 10/04/2001 |
| (1117) Carolina St         | 0.14   | 210  | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 11/05/2001 |
| (1118) Grace St            | 0.18   | 50   | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 11/05/2001 |
| (1119) Ferry St            | 0.12   | 170  | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 11/05/2001 |
| (1119) Ferry St            | 0.23   | 100  | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 11/05/2001 |
| (1120)                     | 0.04   | 230  | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 11/01/2001 |
| <b>Mecklenburg County</b>  |        |      |                           |         |         |       |        |        |        |    |          |            |       |    |            |
| (1120)                     | 0.75   | 230  | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 11/01/2001 |
| <b>Town of Clarksville</b> |        |      |                           |         |         |       |        |        |        |    |          |            |       |    |            |
| (1121) Sizemore St         | 0.04   | 60   | R                         |         |         |       |        |        |        |    | NA       |            | NA    |    | 11/05/2001 |
| (1122) 6th Street          | 0.17   | 270  | G 99% 0% 1% 0% 0% 0%      | C 0.123 | F 0.583 | 280   | G      | 2006   |        |    |          |            |       |    |            |
|                            |        |      | To: 58-1108 Rose Hill Ave |         |         |       |        |        |        |    |          |            |       |    |            |

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| Route                      | Length | AADT | QA | 4Tire | Bus | Truck                       |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year       |      |
|----------------------------|--------|------|----|-------|-----|-----------------------------|--------|--------|--------|----|----------|------------|-------|-----|------------|------|
|                            |        |      |    |       |     | 2Axle                       | 3+Axle | 1Trail | 2Trail |    |          |            |       |     |            |      |
| <b>Town of Clarksville</b> |        |      |    |       |     |                             |        |        |        |    |          |            |       |     |            |      |
| (1123) Commerce St         | 0.10   | 100  | R  |       |     | From: 58-1107 7th St        |        |        |        |    | NA       |            | NA    |     | 11/05/2001 |      |
|                            |        |      |    |       |     | To: Dead End                |        |        |        |    |          |            |       |     |            |      |
| (1124)                     | 0.09   | 400  | R  |       |     | From: 58-1103               |        |        |        |    | NA       |            | NA    |     | 11/05/2001 |      |
|                            |        |      |    |       |     | To: US 58; 9th St           |        |        |        |    |          |            |       |     |            |      |
| (1125) Woodland Dr         | 0.31   | 600  | G  | 96%   | 1%  | 1%                          | 2%     | 1%     | 0%     | C  | 0.113    | F          | 0.561 | 620 | G          | 2006 |
|                            |        |      |    |       |     | To: 58-750 Buffalo Rd       |        |        |        |    |          |            |       |     |            |      |
| (1126) Nero St             | 0.04   | 47   | R  |       |     | From: 58-750 Buffalo Rd     |        |        |        |    | NA       |            | NA    |     | 11/05/2001 |      |
|                            |        |      |    |       |     | To: 58-1141 Pine Valley Rd  |        |        |        |    |          |            |       |     |            |      |
| (1127) Easley St           | 0.08   | 130  | R  |       |     | From: 58-1128 Crescent Dr   |        |        |        |    | NA       |            | NA    |     | 10/04/2001 |      |
|                            |        |      |    |       |     | To: US 58                   |        |        |        |    |          |            |       |     |            |      |
| (1128) Crescent Dr         | 0.03   | 20   | R  |       |     | From: Dead End              |        |        |        |    | NA       |            | NA    |     | 10/04/2001 |      |
|                            |        |      |    |       |     | To: 58-1130 WEST            |        |        |        |    |          |            |       |     |            |      |
| (1128) Crescent Dr         | 0.20   | 40   | R  |       |     | From: 58-1130 EAST          |        |        |        |    | NA       |            | NA    |     | 10/04/2001 |      |
|                            |        |      |    |       |     | To: Dead End                |        |        |        |    |          |            |       |     |            |      |
| (1129) Park Ave            | 0.07   | 90   | R  |       |     | From: US 58                 |        |        |        |    | NA       |            | NA    |     | 11/01/2001 |      |
|                            |        |      |    |       |     | To: 58-1128 EAST            |        |        |        |    |          |            |       |     |            |      |
| (1130) Altavista Dr        | 0.10   | 70   | R  |       |     | From: 58-1128 WEST          |        |        |        |    | NA       |            | NA    |     | 10/04/2001 |      |
|                            |        |      |    |       |     | To: US 58                   |        |        |        |    |          |            |       |     |            |      |
| (1131) Mansion Dr          | 0.34   | 360  | R  |       |     | From: 58-1142 Venable Lane  |        |        |        |    | NA       |            | NA    |     | 11/01/2001 |      |
|                            |        |      |    |       |     | To: US 58                   |        |        |        |    |          |            |       |     |            |      |
| (1131) Mansion Dr          | 0.20   | 190  | R  |       |     | From: 58-750 Buffalo Rd     |        |        |        |    | NA       |            | NA    |     | 11/01/2001 |      |
|                            |        |      |    |       |     | To: US 58                   |        |        |        |    |          |            |       |     |            |      |
| (1132) Park Ave            | 0.17   | 60   | R  |       |     | From: 58-750 Buffalo Rd     |        |        |        |    | NA       |            | NA    |     | 11/01/2001 |      |
|                            |        |      |    |       |     | To: Dead End                |        |        |        |    |          |            |       |     |            |      |
| <b>Mecklenburg County</b>  |        |      |    |       |     |                             |        |        |        |    |          |            |       |     |            |      |
| (1133)                     | 0.15   | 50   | R  |       |     | From: Dead End              |        |        |        |    | NA       |            | NA    |     | 11/01/2001 |      |
|                            |        |      |    |       |     | To: 58-750                  |        |        |        |    |          |            |       |     |            |      |
| (1135)                     | 0.11   | 30   | R  |       |     | From: 58-722                |        |        |        |    | NA       |            | NA    |     | 10/29/2001 |      |
|                            |        |      |    |       |     | To: Dead End                |        |        |        |    |          |            |       |     |            |      |
| (1136)                     | 0.17   | 80   | R  |       |     | From: 58-722                |        |        |        |    | NA       |            | NA    |     | 10/29/2001 |      |
|                            |        |      |    |       |     | To: 58-1137                 |        |        |        |    |          |            |       |     |            |      |
| (1137)                     | 0.08   | 60   | R  |       |     | From: 58-722                |        |        |        |    | NA       |            | NA    |     | 10/29/2001 |      |
|                            |        |      |    |       |     | To: 58-1136                 |        |        |        |    |          |            |       |     |            |      |
| <b>Town of Clarksville</b> |        |      |    |       |     |                             |        |        |        |    |          |            |       |     |            |      |
| (1140) Cedar St            | 0.09   | 120  | R  |       |     | From: 58-1108 Rose Hill Ave |        |        |        |    | NA       |            | NA    |     | 11/05/2001 |      |
|                            |        |      |    |       |     | To: 58-1141 Pine Valley Ave |        |        |        |    |          |            |       |     |            |      |
| (1141) Pine Valley Ave     | 0.15   | 150  | R  |       |     | From: 58-1126 Nero St       |        |        |        |    | NA       |            | NA    |     | 11/05/2001 |      |
|                            |        |      |    |       |     | To: 58-1140 Cedar St        |        |        |        |    |          |            |       |     |            |      |
| (1142) Venable Lane        | 0.22   | 100  | R  |       |     | From: 58-1131 Mansion Dr    |        |        |        |    | NA       |            | NA    |     | 11/01/2001 |      |
|                            |        |      |    |       |     | To: Dead End                |        |        |        |    |          |            |       |     |            |      |

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| Route                      | Length | AADT | QA | 4Tire | Bus | Truck |                        |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year       |      |
|----------------------------|--------|------|----|-------|-----|-------|------------------------|--------|--------|----|----------|------------|-------|-----|------------|------|
|                            |        |      |    |       |     | 2Axle | 3+Axle                 | 1Trail | 2Trail |    |          |            |       |     |            |      |
| <b>Town of Clarksville</b> |        |      |    |       |     |       |                        |        |        |    |          |            |       |     |            |      |
| (1143) Marshall Dr         | 0.30   | 170  | R  |       |     | From: | 58-1142 Venable Lane   |        |        |    | NA       |            | NA    | NA  | 11/01/2001 |      |
|                            |        |      |    |       |     | To:   | US 58                  |        |        |    |          |            |       |     |            |      |
| (1144) Willow Oak Dr       | 0.17   | 40   | R  |       |     | From: | 58-1142 Venable Lane   |        |        |    | NA       |            | NA    | NA  | 11/01/2001 |      |
|                            |        |      |    |       |     | To:   | 58-1145 Westview Lane  |        |        |    |          |            |       |     |            |      |
| (1145) Westview Lane       | 0.05   | 140  | R  |       |     | From: | 58-1131 Mansion Dr     |        |        |    | NA       |            | NA    | NA  | 11/01/2001 |      |
|                            |        |      |    |       |     | To:   | 58-1148 Fairfield Dr   |        |        |    |          |            |       |     |            |      |
| (1145) Westview Lane       | 0.12   | 60   | R  |       |     | From: | 58-1143 Marshall Dr    |        |        |    | NA       |            | NA    | NA  | 11/01/2001 |      |
|                            |        |      |    |       |     | To:   | 58-1111 Forest Hill St |        |        |    |          |            |       |     |            |      |
| (1146) Oakview Dr          | 0.09   | 90   | R  |       |     | From: | 58-1147                |        |        |    | NA       |            | NA    | NA  | 11/01/2001 |      |
|                            |        |      |    |       |     | To:   | Cul-de-Sac             |        |        |    |          |            |       |     |            |      |
| (1146) Oakview Dr          | 0.10   | 70   | R  |       |     | From: | Cul-de-Sac             |        |        |    | NA       |            | NA    | NA  | 11/01/2001 |      |
|                            |        |      |    |       |     | To:   | 58-1146 Oakview Dr     |        |        |    |          |            |       |     |            |      |
| (1147)                     | 0.05   | 10   | R  |       |     | From: | 58-1142 Venable Lane   |        |        |    | NA       |            | NA    | NA  | 11/01/2001 |      |
|                            |        |      |    |       |     | To:   | 58-1145 Westview Lane  |        |        |    |          |            |       |     |            |      |
| (1148) Marrow St           | 0.10   | 20   | R  |       |     | From: | WCL Clarksville        |        |        |    | NA       |            | NA    | NA  | 11/01/2001 |      |
|                            |        |      |    |       |     | To:   | 58-1131 Mansion Dr     |        |        |    |          |            |       |     |            |      |
| <b>Mecklenburg County</b>  |        |      |    |       |     |       |                        |        |        |    |          |            |       |     |            |      |
| (1160)                     | 0.31   | NA   |    |       |     | From: | SR 138                 |        |        |    | NA       |            | NA    | NA  |            |      |
|                            |        |      |    |       |     | To:   | Dead End               |        |        |    |          |            |       |     |            |      |
| <b>Town of Boydton</b>     |        |      |    |       |     |       |                        |        |        |    |          |            |       |     |            |      |
| (1201) School St           | 0.06   | 400  | G  | 98%   | 1%  | 1%    | 0%                     | 0%     | 0%     | C  | 0.107    | F          | 0.55  | 420 | G          | 2006 |
|                            |        |      |    |       |     | To:   | Bus US 58              |        |        |    |          |            |       |     |            |      |
| (1202) Bank St             | 0.13   | 840  | R  |       |     | From: | 58-1205 Decatur        |        |        |    | NA       |            | NA    | NA  | 08/16/2001 |      |
|                            |        |      |    |       |     | To:   | Bus US 58              |        |        |    |          |            |       |     |            |      |
| (1203)                     | 0.29   | 100  | R  |       |     | From: | 58-688                 |        |        |    | NA       |            | NA    | NA  | 06/21/2004 |      |
|                            |        |      |    |       |     | To:   | NCL Boydton            |        |        |    |          |            |       |     |            |      |
| <b>Mecklenburg County</b>  |        |      |    |       |     |       |                        |        |        |    |          |            |       |     |            |      |
| (1203)                     | 0.11   | 30   | R  |       |     | From: | NCL Boydton            |        |        |    | NA       |            | NA    | NA  | 06/21/2004 |      |
|                            |        |      |    |       |     | To:   | Dead End               |        |        |    |          |            |       |     |            |      |
| <b>Town of Boydton</b>     |        |      |    |       |     |       |                        |        |        |    |          |            |       |     |            |      |
| (1204) Hull St             | 0.11   | 330  | R  |       |     | From: | 58-1205 Monroe St      |        |        |    | NA       |            | NA    | NA  | 06/21/2004 |      |
|                            |        |      |    |       |     | To:   | SR 92                  |        |        |    |          |            |       |     |            |      |
| (1204) Hull St             | 0.06   | 100  | R  |       |     | From: |                        |        |        |    | NA       |            | NA    | NA  | 06/21/2004 |      |
|                            |        |      |    |       |     | To:   | 58-1206 Jones St       |        |        |    |          |            |       |     |            |      |
| (1204) Hull St             | 0.10   | 60   | R  |       |     | From: |                        |        |        |    | NA       |            | NA    | NA  | 06/21/2004 |      |
|                            |        |      |    |       |     | To:   | 58-1217 Cemetery St    |        |        |    |          |            |       |     |            |      |
| (1204) Hull St             | 0.10   | 60   | R  |       |     | From: |                        |        |        |    | NA       |            | NA    | NA  | 08/16/2001 |      |
|                            |        |      |    |       |     | To:   | Bus US 58              |        |        |    |          |            |       |     |            |      |
| (1204) Carter Ln           | 0.12   | 46   | R  |       |     | From: |                        |        |        |    | NA       |            | NA    | NA  | 08/16/2001 |      |
|                            |        |      |    |       |     | To:   | ECL Boydton            |        |        |    |          |            |       |     |            |      |

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| Route                     | Length | AADT | QA  | 4Tire | Bus | Truck                     |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW | Year       |
|---------------------------|--------|------|-----|-------|-----|---------------------------|--------|--------|--------|----|----------|------------|-------|----|------------|
|                           |        |      |     |       |     | 2Axle                     | 3+Axle | 1Trail | 2Trail |    |          |            |       |    |            |
| <b>Mecklenburg County</b> |        |      |     |       |     |                           |        |        |        |    |          |            |       |    |            |
| (1204)                    | 0.06   | 10   | R   |       |     | From: ECL Boydton         |        |        |        |    | NA       |            | NA    |    | 08/16/2001 |
|                           |        |      | To: |       |     | Dead End                  |        |        |        |    |          |            |       |    |            |
| <b>Town of Boydton</b>    |        |      |     |       |     |                           |        |        |        |    |          |            |       |    |            |
| (1205) Monroe St          | 0.07   | 80   | R   |       |     | From: 58-1206 Jones St    |        |        |        |    | NA       |            | NA    |    | 08/16/2001 |
|                           |        |      | To: |       |     | 58-707                    |        |        |        |    |          |            |       |    |            |
| (1205) Decatur/Monroe St  | 0.24   | 490  | R   |       |     | From: Bus US 58           |        |        |        |    | NA       |            | NA    |    | 06/21/2004 |
|                           |        |      | To: |       |     | 58-1204 Hull St           |        |        |        |    |          |            |       |    |            |
| (1205) Monroe St          | 0.08   | 550  | R   |       |     | From: 58-1204 Hull St     |        |        |        |    | NA       |            | NA    |    | 08/16/2001 |
|                           |        |      | To: |       |     | Dead End                  |        |        |        |    |          |            |       |    |            |
| (1206) Jones St           | 0.13   | 250  | R   |       |     | From: 58-1205 Decatur St  |        |        |        |    | NA       |            | NA    |    | 08/16/2001 |
|                           |        |      | To: |       |     | Bus US 58                 |        |        |        |    |          |            |       |    |            |
| (1206) Jones St           | 0.08   | 80   | R   |       |     | From: 58-1204 Hull St     |        |        |        |    | NA       |            | NA    |    | 08/16/2001 |
|                           |        |      | To: |       |     | SR 92                     |        |        |        |    |          |            |       |    |            |
| (1207) Bryson St          | 0.06   | 70   | R   |       |     | From: 58-1206 Jones St    |        |        |        |    | NA       |            | NA    |    | 08/16/2001 |
|                           |        |      | To: |       |     | 58-756 Jefferson St       |        |        |        |    |          |            |       |    |            |
| (1208) Sheriff St         | 0.06   | 70   | R   |       |     | From: Bus US 58           |        |        |        |    | NA       |            | NA    |    | 08/16/2001 |
|                           |        |      | To: |       |     | 58-756 EAST               |        |        |        |    |          |            |       |    |            |
| (1209) Park St            | 0.31   | 40   | R   |       |     | From: 58-756 WEST         |        |        |        |    | NA       |            | NA    |    | 06/21/2004 |
|                           |        |      | To: |       |     | 58-707                    |        |        |        |    |          |            |       |    |            |
| (1211) Finch Ln           | 0.10   | 70   | R   |       |     | From: Dead End            |        |        |        |    | NA       |            | NA    |    | 08/16/2001 |
|                           |        |      | To: |       |     | 58-1214                   |        |        |        |    |          |            |       |    |            |
| <b>Mecklenburg County</b> |        |      |     |       |     |                           |        |        |        |    |          |            |       |    |            |
| (1212)                    | 0.82   | 50   | R   |       |     | From: 58-707              |        |        |        |    | NA       |            | NA    |    | 06/21/2004 |
|                           |        |      | To: |       |     | Dead End                  |        |        |        |    |          |            |       |    |            |
| <b>Town of Boydton</b>    |        |      |     |       |     |                           |        |        |        |    |          |            |       |    |            |
| (1213)                    | 0.03   | 90   | R   |       |     | From: 58-756 Jefferson St |        |        |        |    | NA       |            | NA    |    | 08/16/2001 |
|                           |        |      | To: |       |     | Dead End                  |        |        |        |    |          |            |       |    |            |
| (1214)                    | 0.10   | 60   | R   |       |     | From: 58-1213             |        |        |        |    | NA       |            | NA    |    | 08/16/2001 |
|                           |        |      | To: |       |     | Bus US 58                 |        |        |        |    |          |            |       |    |            |
| (1215) Bryant St          | 0.07   | 10   | R   |       |     | From: Dead End            |        |        |        |    | NA       |            | NA    |    | 06/21/2004 |
|                           |        |      | To: |       |     | 58-1209                   |        |        |        |    |          |            |       |    |            |
| (1216) Barnes St          | 0.06   | 70   | R   |       |     | From: Bus US 58           |        |        |        |    | NA       |            | NA    |    | 08/16/2001 |
|                           |        |      | To: |       |     | 58-1209                   |        |        |        |    |          |            |       |    |            |

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| Route                     | Length | AADT | QA                           | 4Tire | Bus | Truck                          |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW   | Year       |      |
|---------------------------|--------|------|------------------------------|-------|-----|--------------------------------|--------|--------|--------|----|----------|------------|-------|------|------------|------|
|                           |        |      |                              |       |     | 2Axle                          | 3+Axle | 1Trail | 2Trail |    |          |            |       |      |            |      |
| <b>Town of Boydton</b>    |        |      |                              |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| (1217) Cemetery St        | 0.13   | 20   | R                            |       |     | From: Bus US 58                |        |        |        |    |          |            |       | NA   | 08/16/2001 |      |
|                           |        |      | To: 58-1204 Hull St          |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| (1218) Craddock St        | 0.09   | 40   | R                            |       |     | From: 58-1220 WEST Craddock Ct |        |        |        |    |          |            |       | NA   | 08/16/2001 |      |
|                           |        |      | To: 58-1220 EAST Craddock Ct |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| (1218) Craddock St        | 0.08   | 140  | R                            |       |     | From: 58-1219 Maple Ct         |        |        |        |    |          |            |       | NA   | 08/16/2001 |      |
|                           |        |      | To: 58-1219 Maple St         |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| (1218) Craddock St        | 0.06   | 210  | R                            |       |     | From: 58-707                   |        |        |        |    |          |            |       | NA   | 08/16/2001 |      |
|                           |        |      | To: 58-1218 Craddock St      |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| (1219) Maple Dr           | 0.09   | 48   | R                            |       |     | From: 58-1218 EAST Craddock St |        |        |        |    |          |            |       | NA   | 08/16/2001 |      |
|                           |        |      | To: Dead End                 |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| (1220) Craddock Ct        | 0.16   | 60   | R                            |       |     | From: 58-1218 WEST Craddock St |        |        |        |    |          |            |       | NA   | 08/16/2001 |      |
|                           |        |      | To: 58-707                   |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| <b>Mecklenburg County</b> |        |      |                              |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| (1221)                    | 0.11   | 270  | R                            |       |     | From: Bus US 58                |        |        |        |    |          |            |       | NA   | 08/16/2001 |      |
|                           |        |      | To: Dead End                 |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| (1230)                    | 0.22   | 70   | R                            |       |     | From: SR 47                    |        |        |        |    |          |            |       | NA   | 07/16/2001 |      |
|                           |        |      | To: Dead End                 |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| (1401)                    | 0.56   | 50   | R                            |       |     | From: 58-903                   |        |        |        |    |          |            |       | NA   | 09/10/2001 |      |
|                           |        |      | To: 58-619                   |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| <b>Town of Brodnax</b>    |        |      |                              |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| (1501) Kerr Dr            | 0.06   | 220  | R                            |       |     | From: Dead End                 |        |        |        |    |          |            |       | NA   | 07/23/2001 |      |
|                           |        |      | To: Brunswick County Line    |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| <b>Town of LaCrosse</b>   |        |      |                              |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| (1502)                    | 0.14   | 80   | R                            |       |     | From: 0.08 MS 58-1520          |        |        |        |    |          |            |       | NA   | 07/19/2001 |      |
|                           |        |      | To: Dead End; Gap Terminus   |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| (1502)                    | 0.10   | 30   | R                            |       |     | From: 0.06 MN 58-1503          |        |        |        |    |          |            |       | NA   | 07/19/2001 |      |
|                           |        |      | To: 58-1511 Moseley St       |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| (1503) Carter St          | 0.02   | 130  | R                            |       |     | From: 58-624 Hillcrest Rd      |        |        |        |    |          |            |       | NA   | 07/19/2001 |      |
|                           |        |      | To: 58-1505 College St       |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| (1503) Carter St          | 0.26   | 780  | G                            | 97%   | 1%  | 1%                             | 1%     | 1%     | 0%     | C  | 0.108    | F          | 0.506 | 810  | G          | 2006 |
|                           |        |      | To: 58-1520 Pine St          |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| (1503) Carter St          | 0.03   | 1200 | G                            | 97%   | 1%  | 1%                             | 1%     | 1%     | 0%     | F  | 0.127    | F          | 0.522 | 1300 | G          | 2006 |
|                           |        |      | To: US 58                    |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| (1503) Carter St          | 0.16   | 60   | R                            |       |     | From: 58-1518 Woodlawn Ave     |        |        |        |    |          |            |       | NA   | 07/19/2001 |      |
|                           |        |      | To: 58-1502                  |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| <b>Town of Brodnax</b>    |        |      |                              |       |     |                                |        |        |        |    |          |            |       |      |            |      |
| (1504)                    | 0.22   | 120  | R                            |       |     | From: 58-1524 Donna Dr         |        |        |        |    |          |            |       | NA   | 07/23/2001 |      |
|                           |        |      | To: Brunswick County Line    |       |     |                                |        |        |        |    |          |            |       |      |            |      |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |                                |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year |            |
|---------------------------|--------|------|----|-------|-----|-------|--------------------------------|--------|--------|----|----------|------------|-------|-----|------|------------|
|                           |        |      |    |       |     | 2Axle | 3+Axle                         | 1Trail | 2Trail |    |          |            |       |     |      |            |
| <b>Town of LaCrosse</b>   |        |      |    |       |     |       |                                |        |        |    |          |            |       |     |      |            |
| (1505) College St         | 0.22   | 340  | G  | 98%   | 1%  | 1%    | 0%                             | 0%     | 0%     | C  | 0.136    | F          | 0.565 | 350 | G    | 2006       |
|                           |        |      |    |       |     | From: | 58-618 Main St                 |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | 58-1503 Carter St              |        |        |    |          |            |       |     |      |            |
| (1506) Carolina St        | 0.14   | 50   | R  |       |     |       |                                |        |        |    |          |            | NA    |     | NA   | 07/19/2001 |
|                           |        |      |    |       |     | From: | 58-624 Hillcrest Rd            |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | 58-1505 College St             |        |        |    |          |            |       |     |      |            |
| (1506) Carolina St        | 0.05   | 190  | R  |       |     |       |                                |        |        |    |          |            | NA    |     | NA   | 07/19/2001 |
|                           |        |      |    |       |     | From: | 58-1512 Walker St              |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | Dead End                       |        |        |    |          |            |       |     |      |            |
| (1507) Seaboard St        | 0.26   | 490  | R  |       |     |       |                                |        |        |    |          |            | NA    |     | NA   | 07/19/2001 |
|                           |        |      |    |       |     | From: | Dead End                       |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | 58-618 Main St                 |        |        |    |          |            |       |     |      |            |
| (1508) Harrison St        | 0.12   | 250  | R  |       |     |       |                                |        |        |    |          |            | NA    |     | NA   | 07/19/2001 |
|                           |        |      |    |       |     | From: | 58-1503 Carter St              |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | 58-1529 Jackson St             |        |        |    |          |            |       |     |      |            |
| (1508) Harrison St        | 0.03   | 100  | R  |       |     |       |                                |        |        |    |          |            | NA    |     | NA   | 07/19/2001 |
|                           |        |      |    |       |     | From: | ECL LaCrosse                   |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | Dead End                       |        |        |    |          |            |       |     |      |            |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |                                |        |        |    |          |            |       |     |      |            |
| (1508)                    | 0.06   | 80   | R  |       |     |       |                                |        |        |    |          |            | NA    |     | NA   | 07/19/2001 |
|                           |        |      |    |       |     | From: | ECL LaCrosse                   |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | Dead End                       |        |        |    |          |            |       |     |      |            |
| <b>Town of LaCrosse</b>   |        |      |    |       |     |       |                                |        |        |    |          |            |       |     |      |            |
| (1509) Meredith St        | 0.10   | 40   | R  |       |     |       |                                |        |        |    |          |            | NA    |     | NA   | 07/19/2001 |
|                           |        |      |    |       |     | From: | Dead End                       |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | 58-1523 Gap Terminus           |        |        |    |          |            |       |     |      |            |
| (1509) Meredith St        | 0.08   | 60   | R  |       |     |       |                                |        |        |    |          |            | NA    |     | NA   | 07/19/2001 |
|                           |        |      |    |       |     | From: | Dead End; Gap Terminus         |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | 58-1507 Seaboard St            |        |        |    |          |            |       |     |      |            |
| (1510) Sycamore St        | 0.31   | 90   | R  |       |     |       |                                |        |        |    |          |            | NA    |     | NA   | 07/19/2001 |
|                           |        |      |    |       |     | From: | SCL LaCrosse                   |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | 58-1507 Seaboard St            |        |        |    |          |            |       |     |      |            |
| (1511) Moseley St         | 0.11   | 130  | R  |       |     |       |                                |        |        |    |          |            | NA    |     | NA   | 07/19/2001 |
|                           |        |      |    |       |     | From: | 58-1503 Carter St              |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | 58-1529 Jackson St             |        |        |    |          |            |       |     |      |            |
| (1512) Walker St          | 0.15   | 90   | R  |       |     |       |                                |        |        |    |          |            | NA    |     | NA   | 07/19/2001 |
|                           |        |      |    |       |     | From: | 58-1506 Carolina St            |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | 58-1503 Carter St              |        |        |    |          |            |       |     |      |            |
| (1513) Virginia St        | 0.21   | 130  | R  |       |     |       |                                |        |        |    |          |            | NA    |     | NA   | 07/19/2001 |
|                           |        |      |    |       |     | From: | Dead End                       |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | 58-1503 Carter St              |        |        |    |          |            |       |     |      |            |
| (1514) Piland St          | 0.05   | 30   | R  |       |     |       |                                |        |        |    |          |            | NA    |     | NA   | 07/19/2001 |
|                           |        |      |    |       |     | From: | 58-1520 Pine St                |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | Dead End                       |        |        |    |          |            |       |     |      |            |
| <b>Town of Brodnax</b>    |        |      |    |       |     |       |                                |        |        |    |          |            |       |     |      |            |
| (1515)                    | 0.43   | NA   |    |       |     |       |                                |        |        |    |          |            | NA    |     | NA   |            |
|                           |        |      |    |       |     | From: | Dead End                       |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | Brunswick County Line; 12-1510 |        |        |    |          |            |       |     |      |            |
| (1516) Marywood Dr        | 0.24   | 70   | R  |       |     |       |                                |        |        |    |          |            | NA    |     | NA   | 07/23/2001 |
|                           |        |      |    |       |     | From: | 58-1524 Donna Dr               |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | Brunswick County Line          |        |        |    |          |            |       |     |      |            |
| <b>Town of LaCrosse</b>   |        |      |    |       |     |       |                                |        |        |    |          |            |       |     |      |            |
| (1517) Walnut St          | 0.08   | 110  | R  |       |     |       |                                |        |        |    |          |            | NA    |     | NA   | 07/19/2001 |
|                           |        |      |    |       |     | From: | 58-1520 Pine St                |        |        |    |          |            |       |     |      |            |
|                           |        |      |    |       |     | To:   | NCL LaCrosse                   |        |        |    |          |            |       |     |      |            |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |                     |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year       |      |
|---------------------------|--------|------|----|-------|-----|-------|---------------------|--------|--------|----|----------|------------|-------|-----|------------|------|
|                           |        |      |    |       |     | 2Axle | 3+Axle              | 1Trail | 2Trail |    |          |            |       |     |            |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |                     |        |        |    |          |            |       |     |            |      |
| (1517)                    | 0.02   | 110  | R  |       |     |       |                     |        |        |    | NA       |            | NA    |     | 07/19/2001 |      |
|                           |        |      |    |       |     | From: | NCL LaCrosse        |        |        |    |          |            |       |     |            |      |
|                           |        |      |    |       |     | To:   | US 58               |        |        |    |          |            |       |     |            |      |
| <b>Town of LaCrosse</b>   |        |      |    |       |     |       |                     |        |        |    |          |            |       |     |            |      |
| (1518) Woodlawn Ave       | 0.07   | 10   | R  |       |     |       |                     |        |        |    | NA       |            | NA    |     | 07/19/2001 |      |
|                           |        |      |    |       |     | From: | 58-1503 Carter St   |        |        |    |          |            |       |     |            |      |
|                           |        |      |    |       |     | To:   | Dead End            |        |        |    |          |            |       |     |            |      |
| (1519)                    | 0.05   | 10   | R  |       |     |       |                     |        |        |    | NA       |            | NA    |     | 07/19/2001 |      |
|                           |        |      |    |       |     | From: | Dead End            |        |        |    |          |            |       |     |            |      |
| (1520) Pine St            | 0.04   | 50   | R  |       |     |       |                     |        |        |    | NA       |            | NA    |     | 07/19/2004 |      |
|                           |        |      |    |       |     | From: | WCL LaCrosse        |        |        |    |          |            |       |     |            |      |
| (1520) Pine St            | 0.06   | 110  | R  |       |     |       |                     |        |        |    | NA       |            | NA    |     | 07/19/2004 |      |
|                           |        |      |    |       |     | To:   | 58-1528 Center St   |        |        |    |          |            |       |     |            |      |
| (1520) Pine St            | 0.22   | 140  | R  |       |     |       |                     |        |        |    | NA       |            | NA    |     | 07/19/2004 |      |
|                           |        |      |    |       |     | To:   | 58-1517 Walnut St   |        |        |    |          |            |       |     |            |      |
| (1520) Pine St            | 0.29   | 790  | G  | 96%   | 1%  | 2%    | 0%                  | 0%     | 0%     | C  | 0.117    | F          | 0.591 | 830 | G          | 2006 |
|                           |        |      |    |       |     | From: | 58-621 Main St      |        |        |    |          |            |       |     |            |      |
| (1520) Pine St            | 0.10   | 200  | R  |       |     |       |                     |        |        |    | NA       |            | NA    |     | 07/19/2004 |      |
|                           |        |      |    |       |     | To:   | 58-1503 Carter St   |        |        |    |          |            |       |     |            |      |
|                           |        |      |    |       |     | From: | ECL LaCrosse        |        |        |    |          |            |       |     |            |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |                     |        |        |    |          |            |       |     |            |      |
| (1520)                    | 0.10   | 200  | N  |       |     |       |                     |        |        |    | NA       |            | NA    |     | 07/19/2004 |      |
|                           |        |      |    |       |     | To:   | US 58               |        |        |    |          |            |       |     |            |      |
| <b>Town of LaCrosse</b>   |        |      |    |       |     |       |                     |        |        |    |          |            |       |     |            |      |
| (1521) Virginia St        | 0.11   | 260  | R  |       |     |       |                     |        |        |    | NA       |            | NA    |     | 07/19/2001 |      |
|                           |        |      |    |       |     | To:   | ECL LaCrosse        |        |        |    |          |            |       |     |            |      |
| (1523) Jones St           | 0.08   | 70   | R  |       |     |       |                     |        |        |    | NA       |            | NA    |     | 07/19/2001 |      |
|                           |        |      |    |       |     | To:   | 58-1509 Meredith St |        |        |    |          |            |       |     |            |      |
| <b>Town of Brodnax</b>    |        |      |    |       |     |       |                     |        |        |    |          |            |       |     |            |      |
| (1524) Donna Dr           | 0.09   | 30   | R  |       |     |       |                     |        |        |    | NA       |            | NA    |     | 07/23/2001 |      |
|                           |        |      |    |       |     | To:   | 58-1504             |        |        |    |          |            |       |     |            |      |
| (1525) Virginia Rd        | 0.09   | 30   | R  |       |     |       |                     |        |        |    | NA       |            | NA    |     | 07/23/2001 |      |
|                           |        |      |    |       |     | To:   | 58-1516 Marywood Dr |        |        |    |          |            |       |     |            |      |
| <b>Town of LaCrosse</b>   |        |      |    |       |     |       |                     |        |        |    |          |            |       |     |            |      |
| (1527)                    | 0.04   | 10   | R  |       |     |       |                     |        |        |    | NA       |            | NA    |     | 07/19/2001 |      |
|                           |        |      |    |       |     | To:   | 58-1512 Walker St   |        |        |    |          |            |       |     |            |      |
| (1528) Center St          | 0.07   | 110  | R  |       |     |       |                     |        |        |    | NA       |            | NA    |     | 07/19/2001 |      |
|                           |        |      |    |       |     | To:   | NCL LaCrosse        |        |        |    |          |            |       |     |            |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |                     |        |        |    |          |            |       |     |            |      |
| (1528)                    | 0.05   | NA   |    |       |     |       |                     |        |        |    | NA       |            | NA    |     |            |      |
|                           |        |      |    |       |     | To:   | US 58               |        |        |    |          |            |       |     |            |      |
| <b>Town of LaCrosse</b>   |        |      |    |       |     |       |                     |        |        |    |          |            |       |     |            |      |
| (1529) Jackson St         | 0.08   | 40   | R  |       |     |       |                     |        |        |    | NA       |            | NA    |     | 07/19/2001 |      |
|                           |        |      |    |       |     | To:   | 58-1511 Moseley St  |        |        |    |          |            |       |     |            |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |       |                     |        |        |    |          |            |       |     |            |      |
| (1601)                    | 0.56   | 220  | R  |       |     |       |                     |        |        |    | NA       |            | NA    |     | 10/09/2001 |      |
|                           |        |      |    |       |     | To:   | Dead End            |        |        |    |          |            |       |     |            |      |
|                           |        |      |    |       |     | From: | 58-1602             |        |        |    |          |            |       |     |            |      |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck               |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW   | Year       |      |
|---------------------------|--------|------|----|-------|-----|---------------------|--------|--------|--------|----|----------|------------|-------|------|------------|------|
|                           |        |      |    |       |     | 2Axle               | 3+Axle | 1Trail | 2Trail |    |          |            |       |      |            |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |                     |        |        |        |    |          |            |       |      |            |      |
| (1601)                    | 1.11   | 660  | R  |       |     | From: 58-1602       |        |        |        |    | NA       |            | NA    |      | 10/09/2001 |      |
|                           |        |      |    |       |     | To: US 15           |        |        |        |    |          |            |       |      |            |      |
| (1602)                    | 0.27   | 100  | R  |       |     | From: 58-1601       |        |        |        |    | NA       |            | NA    |      | 10/09/2001 |      |
|                           |        |      |    |       |     | To: Dead End        |        |        |        |    |          |            |       |      |            |      |
| (1603)                    | 0.21   | 60   | R  |       |     | From: 58-1602       |        |        |        |    | NA       |            | NA    |      | 10/09/2001 |      |
|                           |        |      |    |       |     | To: Dead End        |        |        |        |    |          |            |       |      |            |      |
| (1604)                    | 0.51   | 120  | R  |       |     | From: 58-1601       |        |        |        |    | NA       |            | NA    |      | 10/09/2001 |      |
|                           |        |      |    |       |     | To: Cul-de-Sac      |        |        |        |    |          |            |       |      |            |      |
| <b>Town of Boydton</b>    |        |      |    |       |     |                     |        |        |        |    |          |            |       |      |            |      |
| (9253)                    | 0.05   | 0    | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA       |            | NA    |      | 09/15/2004 |      |
|                           |        |      |    |       |     | To: 58-1201         |        |        |        |    |          |            |       |      |            |      |
| <b>Mecklenburg County</b> |        |      |    |       |     |                     |        |        |        |    |          |            |       |      |            |      |
| (9255)                    | 0.06   | 100  | R  |       |     | From: 58-620        |        |        |        |    | NA       |            | NA    |      | 09/15/2004 |      |
|                           |        |      |    |       |     | To: 58-620          |        |        |        |    |          |            |       |      |            |      |
| (9437)                    | 0.07   | 420  | R  |       |     | From: 58-645        |        |        |        |    | NA       |            | NA    |      | 09/15/2004 |      |
|                           |        |      |    |       |     | To: 58-645          |        |        |        |    |          |            |       |      |            |      |
| (9438)                    | 0.18   | 440  | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA       |            | NA    |      | 09/15/2004 |      |
|                           |        |      |    |       |     | To: SR 47           |        |        |        |    |          |            |       |      |            |      |
| (9468)                    | 0.07   | 310  | R  |       |     | From: US 58         |        |        |        |    | NA       |            | NA    |      | 09/15/2004 |      |
|                           |        |      |    |       |     | To: 0.07 MN US 58   |        |        |        |    |          |            |       |      |            |      |
| (9468)                    | 0.25   | 160  | R  |       |     | From: 0.07 MN US 58 |        |        |        |    | NA       |            | NA    |      | 09/15/2004 |      |
|                           |        |      |    |       |     | To: Dead End        |        |        |        |    |          |            |       |      |            |      |
| (9469)                    | 0.20   | 320  | R  |       |     | From: 58-722        |        |        |        |    | NA       |            | NA    |      | 09/15/2004 |      |
|                           |        |      |    |       |     | To: 58-722          |        |        |        |    |          |            |       |      |            |      |
| (9530)                    | 0.40   | 630  | R  |       |     | From: 58-650        |        |        |        |    | NA       |            | NA    |      | 09/15/2004 |      |
|                           |        |      |    |       |     | To: 58-650          |        |        |        |    |          |            |       |      |            |      |
| (9534)                    | 0.32   | 680  | R  |       |     | From: Cul-de-Sac    |        |        |        |    | NA       |            | NA    |      | 09/15/2004 |      |
|                           |        |      |    |       |     | To: 58-698          |        |        |        |    |          |            |       |      |            |      |
| (9580)                    | 0.12   | 240  | R  |       |     | From: US 1          |        |        |        |    | NA       |            | NA    |      | 09/15/2004 |      |
|                           |        |      |    |       |     | To: 0.12 MN US 1    |        |        |        |    |          |            |       |      |            |      |
| (9580)                    | 0.32   | 170  | R  |       |     | From: 0.12 MN US 1  |        |        |        |    | NA       |            | NA    |      | 09/15/2004 |      |
|                           |        |      |    |       |     | To: 0.44 MN US 1    |        |        |        |    |          |            |       |      |            |      |
| (9581)                    | 0.35   | 390  | R  |       |     | From: 58-697        |        |        |        |    | NA       |            | NA    |      | 09/15/2004 |      |
|                           |        |      |    |       |     | To: 58-688          |        |        |        |    |          |            |       |      |            |      |
| <b>Town of Chase City</b> |        |      |    |       |     |                     |        |        |        |    |          |            |       |      |            |      |
| (1 N.Boyd St)             | 0.23   | 1100 | G  | 97%   | 1%  | 1%                  | 0%     | 1%     | 0%     | C  | 0.107    | F          | 0.527 | 1200 | G          | 2006 |
|                           |        |      |    |       |     | From: E Second St   |        |        |        |    |          |            |       |      |            |      |
| (2 Endly St)              | 0.13   | 970  | G  | 97%   | 0%  | 1%                  | 0%     | 1%     | 0%     | C  | 0.102    | F          | 0.566 | 1000 | G          | 2006 |
|                           |        |      |    |       |     | To: E Fifth St      |        |        |        |    |          |            |       |      |            |      |
|                           |        |      |    |       |     | From: Sycamore St   |        |        |        |    |          |            |       |      |            |      |
|                           |        |      |    |       |     | To: W Second St     |        |        |        |    |          |            |       |      |            |      |

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| Route                      | Length | AADT | QA    | 4Tire                  | Bus | Truck |        |        |        | QC | K Factor | Dir Factor | AAWDT                   | QW   | Year |      |
|----------------------------|--------|------|-------|------------------------|-----|-------|--------|--------|--------|----|----------|------------|-------------------------|------|------|------|
|                            |        |      |       |                        |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |            |                         |      |      |      |
| <b>Town of Chase City</b>  |        |      |       |                        |     |       |        |        |        |    |          |            |                         |      |      |      |
| (2)<br>186 Endly St        | 0.23   | 620  | G     | 96%                    | 2%  | 1%    | 0%     | 1%     | 0%     | C  | 0.125    | F          | 0.554                   | 630  | G    | 2006 |
|                            |        |      | From: | Second St              |     |       |        |        |        |    |          | To:        | 5th St                  |      |      |      |
| (3)<br>186 Fourth St       | 0.06   | 390  | G     | 96%                    | 1%  | 2%    | 0%     | 1%     | 0%     | F  | 0.174    | F          | 0.503                   | 400  | G    | 2006 |
|                            |        |      | From: | N Boyd St              |     |       |        |        |        |    |          | To:        | 4Th St Main St          |      |      |      |
| (3)<br>186 Fourth St       | 0.07   | 190  | G     | 96%                    | 1%  | 2%    | 0%     | 1%     | 0%     | C  | 0.143    | F          | 0.556                   | 200  | G    | 2006 |
|                            |        |      | From: | Main St                |     |       |        |        |        |    |          | To:        | Marshall St             |      |      |      |
| (4)<br>186 W Fifth St      | 0.61   | 1100 | G     | 99%                    | 0%  | 0%    | 0%     | 0%     | 0%     | C  | 0.101    | F          | 0.505                   | 1100 | G    | 2006 |
|                            |        |      | From: | WCL Chase City         |     |       |        |        |        |    |          | To:        | Old Southern R.R. Track |      |      |      |
| (4)<br>186 E Fifth St      | 0.19   | 2400 | G     | 98%                    | 1%  | 0%    | 0%     | 1%     | 0%     | C  | 0.097    | F          | 0.520                   | 2500 | G    | 2006 |
|                            |        |      | From: | Old Southern R.R Track |     |       |        |        |        |    |          | To:        | N Main St               |      |      |      |
| (4)<br>186 E Fifth St      | 0.07   | 1000 | G     | 98%                    | 1%  | 0%    | 0%     | 1%     | 0%     | F  | 0.124    | F          | 0.542                   | 1000 | G    | 2006 |
|                            |        |      | From: | Marshall St            |     |       |        |        |        |    |          | To:        | Marshall St             |      |      |      |
| (5)<br>186 Marshall St     | 0.21   | 1800 | G     | 98%                    | 1%  | 1%    | 0%     | 1%     | 0%     | C  | 0.108    | F          | 0.509                   | 1900 | G    | 2006 |
|                            |        |      | From: | Sycamore St            |     |       |        |        |        |    |          | To:        | Second St               |      |      |      |
| (5)<br>186 Marshall St     | 0.23   | 1300 | G     | 99%                    | 1%  | 0%    | 0%     | 0%     | 0%     | C  | 0.125    | F          | 0.503                   | 1300 | G    | 2006 |
|                            |        |      | From: | Marshall St            |     |       |        |        |        |    |          | To:        | 5Th St                  |      |      |      |
| (6)<br>186 E.Third St      | 0.20   | 260  | G     | 99%                    | 1%  | 0%    | 0%     | 0%     | 0%     | C  | 0.141    | F          | 0.514                   | 270  | G    | 2006 |
|                            |        |      | From: | Endly St               |     |       |        |        |        |    |          | To:        | N.Main St               |      |      |      |
| (519)<br>186 W Sycamore St | 0.61   | 1000 | G     | 98%                    | 1%  | 1%    | 0%     | 0%     | 0%     | C  | 0.103    | F          | 0.565                   | 1100 | G    | 2006 |
|                            |        |      | From: | WCL Chase City         |     |       |        |        |        |    |          | To:        | Madison St              |      |      |      |
| (519)<br>186 Sycamore St   | 0.36   | 1800 | G     | 97%                    | 1%  | 1%    | 0%     | 1%     | 0%     | C  | 0.116    | F          | 0.549                   | 1900 | G    | 2006 |
|                            |        |      | From: | Sycamore St            |     |       |        |        |        |    |          | To:        | Main St                 |      |      |      |
| (519)<br>186 Sycamore St   | 0.08   | 1300 | G     | 97%                    | 1%  | 1%    | 0%     | 0%     | 0%     | C  | 0.12     | F          | 0.5                     | 1300 | G    | 2006 |
|                            |        |      | From: | Marshall St            |     |       |        |        |        |    |          | To:        | Marshall St             |      |      |      |
| (519)<br>186 Sycamore St   | 0.44   | 750  | G     | 98%                    | 1%  | 1%    | 0%     | 0%     | 0%     | F  | 0.118    | F          | 0.52                    | 770  | G    | 2006 |
|                            |        |      | From: | ECL Chase City         |     |       |        |        |        |    |          | To:        |                         |      |      |      |
| <b>Town of South Hill</b>  |        |      |       |                        |     |       |        |        |        |    |          |            |                         |      |      |      |
| (1)<br>301 Brunswick Ave   | 0.16   | 620  | G     | 98%                    | 1%  | 1%    | 0%     | 0%     | 0%     | C  | 0.108    | F          | 0.507                   | 640  | G    | 2006 |
|                            |        |      | From: | US 1 Danville St       |     |       |        |        |        |    |          | To:        | SR 47 Atlantic St       |      |      |      |
| (2)<br>301 Charles St      | 0.28   | 190  | G     | 98%                    | 1%  | 0%    | 0%     | 0%     | 0%     | C  | 0.183    | F          | 0.543                   | 200  | G    | 2006 |
|                            |        |      | From: | Field Dr               |     |       |        |        |        |    |          | To:        | Raleigh St              |      |      |      |
| (3)<br>301 Danville St     | 0.31   | 1600 | G     | 98%                    | 1%  | 0%    | 0%     | 1%     | 0%     | F  | 0.123    | F          | 0.685                   | 1600 | G    | 2006 |
|                            |        |      | From: | Mecklenburg Ave        |     |       |        |        |        |    |          | To:        | Dortch St               |      |      |      |
| (4)<br>301 Dortch Lane     | 0.18   | 1600 | G     | 99%                    | 0%  | 1%    | 0%     | 0%     | 0%     | C  | 0.117    | F          | 0.723                   | 1600 | G    | 2006 |
|                            |        |      | From: | Danville St            |     |       |        |        |        |    |          | To:        | Atlantic St             |      |      |      |
| (5)<br>301 Field Dr        | 0.09   | 380  | G     | 98%                    | 2%  | 1%    | 0%     | 0%     | 0%     | C  | 0.123    | F          | 0.622                   | 390  | G    | 2006 |
|                            |        |      | From: | Charles St             |     |       |        |        |        |    |          | To:        | Pace Dr                 |      |      |      |
| (6)<br>301 Goods Ferry Rd  | 0.59   | 1500 | G     | 98%                    | 1%  | 1%    | 0%     | 0%     | 0%     | C  | 0.103    | F          | 0.569                   | 1600 | G    | 2006 |
|                            |        |      | From: | South Hill Ave         |     |       |        |        |        |    |          | To:        | Danville St             |      |      |      |
| (7)<br>301 Lunenburg Ave   | 0.16   | 1300 | G     | 98%                    | 0%  | 1%    | 0%     | 1%     | 0%     | C  | 0.098    | F          | 0.605                   | 1300 | G    | 2006 |
|                            |        |      | From: | Danville St            |     |       |        |        |        |    |          | To:        | Atlantic St             |      |      |      |

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| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |        |        |        | QC | K Factor | Dir Factor | AAWDT | QW   | Year |      |
|---------------------------|--------|------|----|-------|-----|-------|--------|--------|--------|----|----------|------------|-------|------|------|------|
|                           |        |      |    |       |     | 2Axle | 3+Axle | 1Trail | 2Trail |    |          |            |       |      |      |      |
| <b>Town of South Hill</b> |        |      |    |       |     |       |        |        |        |    |          |            |       |      |      |      |
| (8) Main St               | 0.45   | 900  | G  | 98%   | 1%  | 0%    | 0%     | 1%     | 0%     | C  | 0.108    | F          | 0.684 | 930  | G    | 2006 |
| (8) Main St               | 0.69   | 2900 | G  | 98%   | 1%  | 0%    | 0%     | 1%     | 0%     | F  | 0.109    | F          | 0.5   | 3000 | G    | 2006 |
| (9) Maple St              | 0.07   | 2400 | G  | 98%   | 1%  | 0%    | 0%     | 0%     | 0%     | F  | 0.094    | F          | 0.514 | 2500 | G    | 2006 |
| (10) Pace Dr              | 0.51   | 1000 | G  | 98%   | 1%  | 0%    | 0%     | 0%     | 0%     | C  | 0.116    | F          | 0.632 | 1100 | G    | 2006 |
| (11) Raleigh Ave          | 0.65   | 890  | G  | 99%   | 0%  | 0%    | 0%     | 0%     | 0%     | F  | 0.125    | F          | 0.507 | 930  | G    | 2006 |
| (11) Raleigh Ave          | 0.86   | 440  | G  | 99%   | 0%  | 0%    | 0%     | 0%     | 0%     | C  | 0.137    | F          | 0.544 | 460  | G    | 2006 |
| (11) Raleigh Ave          | 0.04   | 350  | G  | 99%   | 0%  | 0%    | 0%     | 0%     | 0%     | F  | 0.120    | F          | 0.773 | 360  | G    | 2006 |
| (12) Thomas St            | 0.15   | 2200 | G  | 97%   | 1%  | 1%    | 0%     | 0%     | 0%     | C  | 0.105    | F          | 0.565 | 2300 | G    | 2006 |
| (13) Windsor St           | 0.49   | 2700 | G  | 98%   | 1%  | 1%    | 0%     | 0%     | 0%     | C  | 0.099    | F          | 0.637 | 2800 | G    | 2006 |
| (523) Goodes Ferry Blvd   | 0.42   | 1700 | G  | 97%   | 1%  | 1%    | 0%     | 1%     | 0%     | C  | 0.099    | F          | 0.535 | 1700 | G    | 2006 |
| (523) South Hill Ave      | 0.31   | 1200 | G  | 97%   | 1%  | 1%    | 0%     | 1%     | 0%     | F  | 0.095    | F          | 0.549 | 1300 | G    | 2006 |
| (523) South Hill Ave      | 0.22   | 1700 | G  | 97%   | 1%  | 1%    | 0%     | 1%     | 0%     | F  | 0.102    | F          | 0.516 | 1700 | G    | 2006 |
| (529) Chaptico Rd         | 0.46   | 2600 | G  | 93%   | 1%  | 1%    | 5%     | 1%     | 0%     | F  | 0.098    | F          | 0.594 | 2700 | G    | 2006 |
| (529) Chaptico Rd         | 0.59   | 1500 | G  | 93%   | 1%  | 1%    | 5%     | 1%     | 0%     | C  | 0.111    | F          | 0.596 | 1500 | G    | 2006 |
| (2519) Plank Rd           | 0.38   | 2800 | G  | 94%   | 1%  | 1%    | 3%     | 2%     | 0%     | C  | 0.113    | F          | 0.531 | 2900 | G    | 2006 |
| (2519) Opie Rd            | 0.26   | 3200 | G  | 94%   | 1%  | 1%    | 3%     | 2%     | 0%     | F  | 0.095    | F          | 0.659 | 3400 | G    | 2006 |
| (2520) McCraken St        | 0.19   | 4200 | G  | 99%   | 0%  | 1%    | 0%     | 0%     | 0%     | F  | 0.105    | F          | 0.587 | 4400 | G    | 2006 |
| (2520) Lombardy St        | 0.61   | 3700 | G  | 99%   | 0%  | 1%    | 0%     | 0%     | 0%     | F  | 0.106    | F          | 0.581 | 3800 | G    | 2006 |
| (2520) E Ferrell St       | 0.32   | 3900 | G  | 99%   | 0%  | 1%    | 0%     | 0%     | 0%     | C  | 0.097    | F          | 0.55  | 4000 | G    | 2006 |
| <b>Town of Chase City</b> |        |      |    |       |     |       |        |        |        |    |          |            |       |      |      |      |
| A Street                  | 80     | G    |    |       |     |       |        |        |        |    | 0.174    | F          | 0.6   | 80   | G    | 2006 |
|                           |        | To:  |    |       |     |       |        |        |        |    |          |            |       |      |      |      |

Virginia Department of Transportation  
Traffic Engineering Division

2006

Annual Average Daily Traffic Volume Estimates By Section of Route  
Mecklenburg Maintenance Area

| Route                     | Length | AADT | QA | 4Tire | Bus | Truck |               |        |        | QC | K Factor | Dir Factor | AAWDT | QW  | Year |      |
|---------------------------|--------|------|----|-------|-----|-------|---------------|--------|--------|----|----------|------------|-------|-----|------|------|
|                           |        |      |    |       |     | 2Axle | 3+Axle        | 1Trail | 2Trail |    |          |            |       |     |      |      |
| <b>Town of Chase City</b> |        |      |    |       |     |       |               |        |        |    |          |            |       |     |      |      |
| Endy Street               |        |      | NA |       |     | From: | 5th St        |        |        |    |          | NA         |       | NA  |      |      |
|                           |        |      |    |       |     | To:   | Anderson St   |        |        |    |          |            |       |     |      |      |
| Roak St                   | 90     | G    |    |       |     | From: | Ogburn St     |        |        |    | 0.206    | F          | 0.619 | 100 | G    | 2006 |
|                           |        |      |    |       |     | To:   | Roberts St    |        |        |    |          |            |       |     |      |      |
| Virginia Ave              | 210    | G    |    |       |     | From: | Sunset Lane   |        |        |    | 0.098    | F          |       | 230 | G    | 2006 |
|                           |        |      |    |       |     | To:   | Mason St      |        |        |    |          |            |       |     |      |      |
| <b>Town of South Hill</b> |        |      |    |       |     |       |               |        |        |    |          |            |       |     |      |      |
| Bus US 58                 |        |      | NA |       |     | From: | Maple Ln      |        |        |    |          | NA         |       | NA  |      |      |
|                           |        |      |    |       |     | To:   | Hammer St     |        |        |    |          |            |       |     |      |      |
| Bus US 58                 |        |      | NA |       |     | From: | McCracken St  |        |        |    |          | NA         |       | NA  |      |      |
|                           |        |      |    |       |     | To:   | Maple Ln      |        |        |    |          |            |       |     |      |      |
| Forest Ln                 | 590    | G    |    |       |     | From: | Green Hill Rd |        |        |    | 0.132    | F          |       | 650 | G    | 2006 |
|                           |        |      |    |       |     | To:   | Stockley St   |        |        |    |          |            |       |     |      |      |
| High St                   | 320    | G    |    |       |     | From: | Raleigh Ave   |        |        |    | 0.11     | F          |       | 360 | G    | 2006 |
|                           |        |      |    |       |     | To:   | Baker St      |        |        |    |          |            |       |     |      |      |
| Holmes St                 | 90     | G    |    |       |     | From: | Lombardy St   |        |        |    | 0.126    | F          |       | 100 | G    | 2006 |
|                           |        |      |    |       |     | To:   | Benton St     |        |        |    |          |            |       |     |      |      |
| Maple Lane                |        |      | NA |       |     | From: | US 58 Bypass  |        |        |    |          | NA         |       | NA  |      |      |
|                           |        |      |    |       |     | To:   | Main St       |        |        |    |          |            |       |     |      |      |
| US 58                     |        |      | NA |       |     | From: | I-85 Ramps    |        |        |    |          | NA         |       | NA  |      |      |
|                           |        |      |    |       |     | To:   | Shaw St       |        |        |    |          |            |       |     |      |      |